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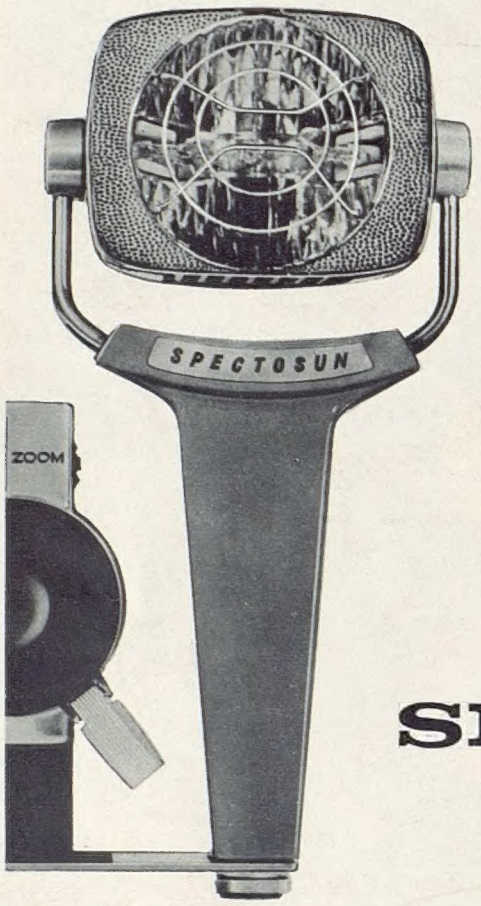

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Volume CCXLVII No. 3201

THE SPHERE

LONDON, October 7, 1961

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With which are incorporated *The Graphic* and *Black & White*

SPLIT IN THE U.A.R.

At a giant rally in the central square in Cairo, General Feisal, who was commander of the First Army in Syria, waves to the crowds, watched by President Nasser. Shortly after the coup in Syria, General Feisal was released by the insurgents, with Field-Marshal Amer, President Nasser's pro-consul in Syria. They flew to Cairo at the end of last week with the insurgents' demands. When it became apparent that the coup, organised by nationalist army officers and businessmen, was generally successful, President Nasser was then moderate in his speeches to the Egyptian people, emphasising that no blood must be spilt in the reformation of the United Arab Republic. In Syria, Dr. Kuzbari was announced as the head of a new civilian right-wing Government. Shortly afterwards, Jordan and Turkey recognised the new régime and President Nasser broke off relations with the two countries. But over the weekend, it seemed that the outcome of the coup was not as certain as had been believed. Despite the successes of the new régime, heavy fighting was reported to be continuing in Aleppo. (See also page 7.)

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NEWS SUMMARY

Moves in the crisis in the United Nations; a serious threat to the Chancellor's wage "pause"; Government changes in Ghana; a new addition to Cameroun

INTERNATIONAL

Last week saw the United Nations in the midst of its most serious crisis. No agreement was reached between East and West on the successor (or successors) to Mr. Hammarskjold. But to most observers in **New York,** it seemed President Kennedy's major speech to the General Assembly marked the beginning of a new period in world diplomacy. (For the U.S. President's speech, see pages 12 and 13.)

There were three main issues at stake—Mr. Hammarskjold's successor, disarmament and Berlin. Over the appointment of a new Secretary-General, there were few gleams of hope. The Russians remained attached to their plan for a " troika " of three men, each with a veto. They also mentioned the possibility of four men. Various candidates for Secretary-General were canvassed among the neutrals and the Western nations. One suggestion was that an interim appointment of a temporary Secretary-General should be made.

Over disarmament and Berlin, there were a number of meetings in New York between Mr. Dean Rusk, the U.S. Secretary of State; Lord Home, the U.K. Foreign Secretary; and Mr. Gromyko, the Soviet Foreign Minister. It was stated that meetings between Mr. Rusk and Mr. Gromyko would continue in **Washington** this week.

On his return to **London** at the weekend, Lord Home described the atmosphere of the talks as " very friendly and good." The main issues over Berlin were still the U.S.S.R.'s proposed treaty with East Germany and the form of Soviet " guarantees " for the freedom of West Berlin and Allied access rights (see also facing page).

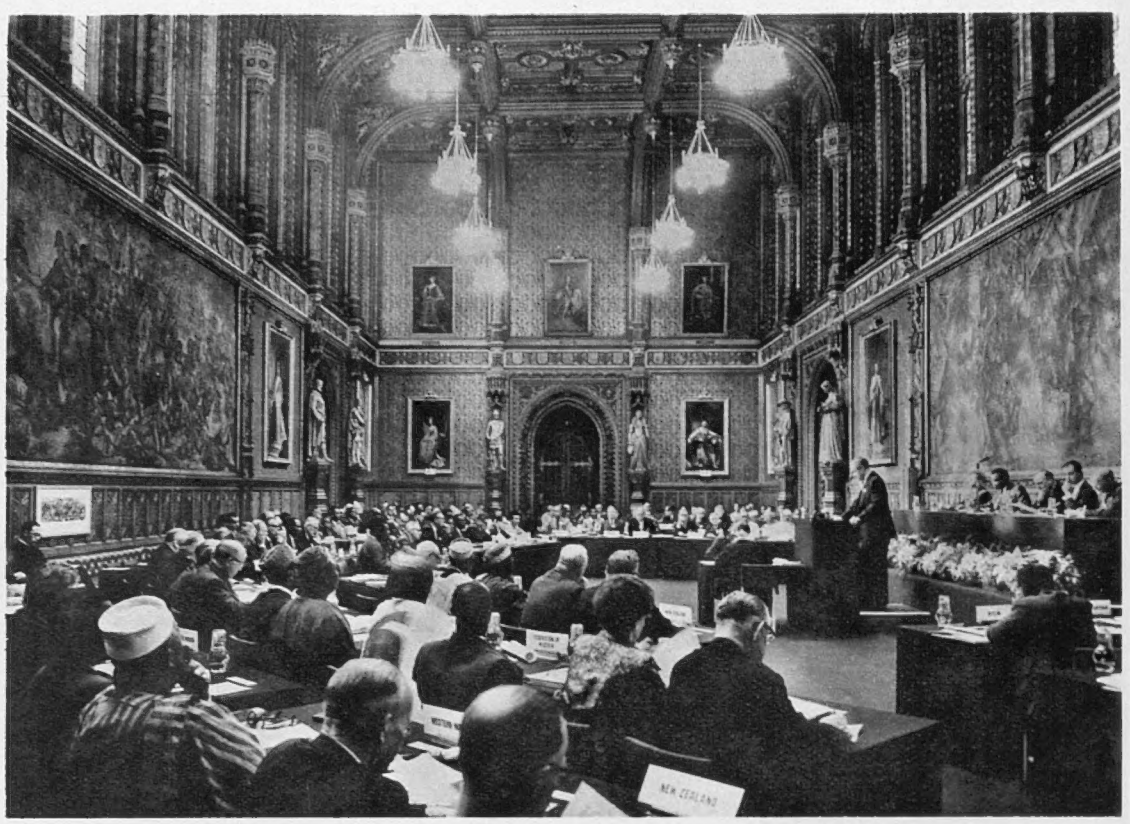
GREAT BRITAIN

Industrial relations last week continued to dominate domestic news. Representatives of 3,000,000 engineering workers put in a claim for a substantial pay increase and a reduction of the working week from forty-two hours to forty. This was generally regarded as the most serious threat yet to the Government's policy of a wages " pause."

The threat of official strike at Ford works in **Dagenham** on the tea-break question was withdrawn last Sunday. Mr. W. Beard, the chairman of the union side of the company's negotiating committee, said that talks would be reopened this week. Mr. Beard had been to see Sir Patrick Hennessy, chairman of Fords, in the company of Sir T. Williamson, Mr. F. Cousins and Mr. W. Carron, the leaders of the main unions concerned in the dispute. It was hoped that the unofficial ban on overtime, which was still continuing on Monday, would not jeopardise these talks.

On Friday of last week 3,000 unofficial strikers were sacked at the **Acton** factory of British Light Steel Pressings, a Rootes Group subsidiary. The strikers, who feared redundancy measures, had been out for four weeks causing a near standstill in the other factories of the group. They had ignored an order from the A.E.U. to return to work.

The Council of Ministers of the European Economic Community formally accepted Britain's application to join the Common Market at a meeting in **Brussels** last week. It was agreed to hold a preliminary conference on October 10 and 11 in Paris where Britain would state the safeguards she required. Negotiations proper would then be held in Brussels in November. This is still a potent political issue in Britain and in the Commonwealth.



In the Royal Gallery, House of Lords, delegates at the Commonwealth Parliamentary Conference listen to Mr. Duncan Sandys, Commonwealth Relations Secretary. (See also page 18)

The long drawn-out controversies over the practical and moral values of Bomber Command's mass night-time raids of German cities were revived with the publication, last Monday, of the official four-volume history, *The Strategic Air Offensive Against Germany, 1939-1945*, by Sir Charles Webster and Noble Frankland. The authors conclude that the " area " attacks by massed concentrations of British bombers were of less value than American daylight precision bombing. In the British raids, 55,000 airmen were killed. Summing up the effects of these raids, the history says: " The will of the German people was not broken . . . and the effect on war production was remarkably small." The new official history was strongly criticised by Marshal of the Royal Air Force Sir Arthur Harris, wartime Chief of Bomber Command.

GHANA

News of extensive changes in President Nkrumah's Government was received from **Accra** last week. Among the five members asked to resign because of their " varied business connections " were Mr. K. A. Gbedemah, the Minister of Health, and Mr. Kojo Botsio, the Minister of Agriculture. Six other Government members were given one month to surrender specific properties. Mr. Gbedemah, who had previously been Finance Minister for four years, was the principal Ghanaian negotiator of the loan for the Volta River Project, the U.S. share of which has been under review. Both Mr. Gbedemah and Mr. Botsio have been close to the President since the early days of the Convention People's Party. Later, the Attorney-General, Mr. Geoffrey Bing, Q.C., a former Labour M.P. in Britain, was replaced. It was announced that he will remain in Ghana " to carry out certain assignments." The new Attorney-General is Mr. G. C. Mills-Odoi. Mr. Sandys left for Ghana on Sunday to have a " good, frank talk " with President Nkrumah on Anglo-Ghanaian relations.

Delegates at the conference travel down the Thames to dinner, at the Royal Naval College at Greenwich

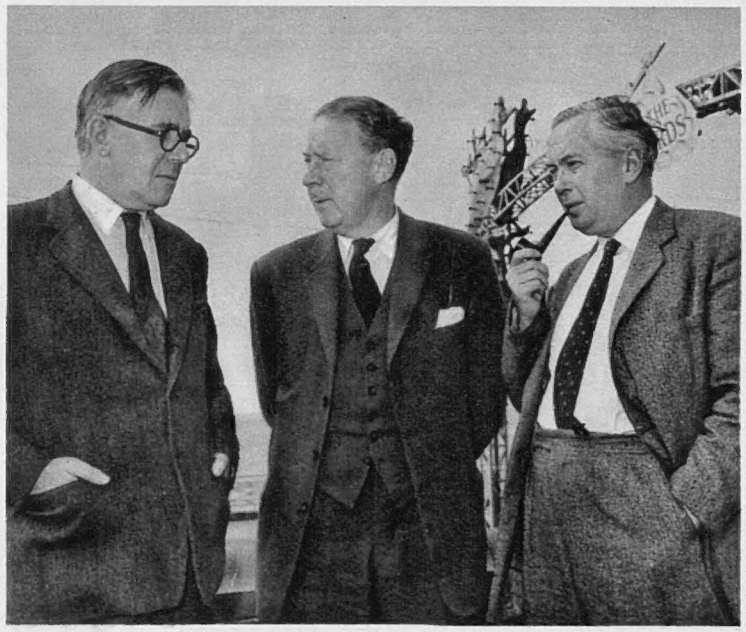
CAMEROUN

The union of the Southern Cameroons with the Cameroun Republic took place at midnight on Saturday, September 30. The unified territory adopted the name of the Federal Republic of Cameroun. Before unification the Southern Cameroons had been a British trusteeship. In February of this year a plebiscite was held in which a majority of voters favoured union with the Cameroun Republic, a former French trusteeship.

THE NEWS IN PICTURES

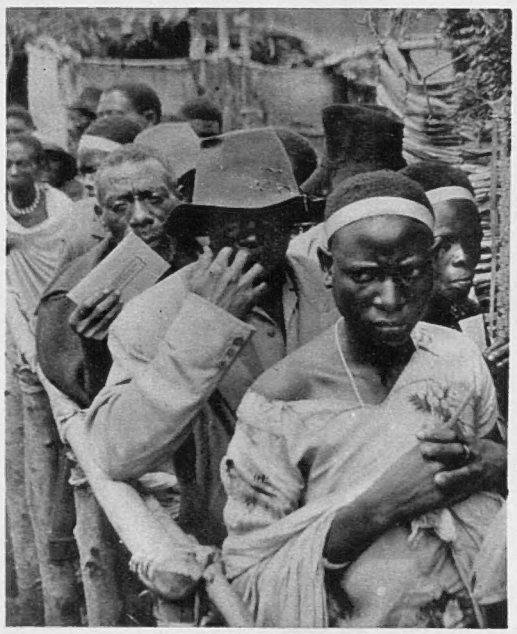
ONE OF THE FIRST PHOTOGRAPHS FROM DAMASCUS AFTER THE SYRIAN NATIONALIST COUP

In Damascus, demonstrators march past a Government building guarded by troops. Left are more heavily armed soldiers and a manned machine gun emplacement. Reports from the Syrian capital last weekend stated that the city, which was being patrolled by tanks, was calm and that flags of the "Syrian Arab Republic" were flying. The new regime ordered all Egyptian personnel, with their families, to report for shipment back to Egypt. At the beginning of this week, Damascus radio broadcast a number of decrees to combat "subversive" threats. Schools and universities were closed indefinitely, civilian arms forbidden, and the Syrian-Egyptian National Union Party was banned



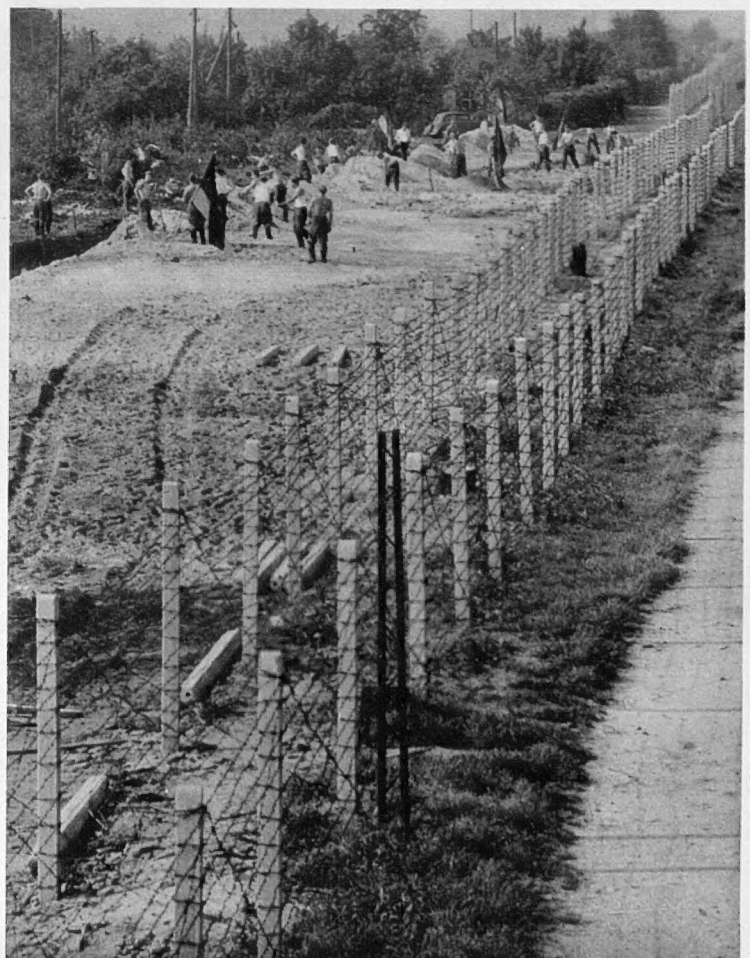
THE LABOUR PARTY CONFERENCE AT BLACKPOOL

Far left: Chatting on the seafront at Blackpool on the eve of the Labour Party's "Diamond Jubilee" Conference are (from left) Mr. Crossman, chairman of the National Executive Committee, Mr. Gaitskell, and Mr. Harold Wilson. The conference opened last Monday. It was reckoned that one of the few issues which might divide the delegates was Britain's joining the European Common Market



ELECTIONS IN RUANDA

Voters line up with their ballot slips in the elections in Ruanda, the northern part of the Belgian Trust Territory of Ruanda-Urundi. The combined election and plebiscite last week showed a large majority of voters to favour of the pro-Belgian Parmehutu Party, which draws support from the Bahutu tribe, and against the restoration of King Kigeri V, a member of the minority Watutsi tribe. The King was deposed in a Republican coup last March. A week previously the elections in Urundi had produced a majority for the Uprona party, which has support in both tribes. It is reported to be less sympathetic to the Belgians than the Parmehutu Party and is prepared to give support to the monarchy



EAST GERMANY WIDENS THE GAP IN BERLIN

Far Left: Labourers complete the demolition of houses on the East German side of the border between East and West Berlin. The clearance of buildings along the twenty-five mile border was ordered by Herr Ulbricht's Government last week after a series of spectacular escapes to West Berlin had been made from houses on the border

THE START OF A STATE VISIT TO PARIS

At Orly Airport, President de Gaulle accompanies President Hamani Diori of the Niger Republic on the latter's arrival for a three-day State visit to Paris. Niger became independent last year. Speculation in Paris last week was mainly concerned with what proposals President De Gaulle would make over Algeria in his nationwide broadcast last Monday

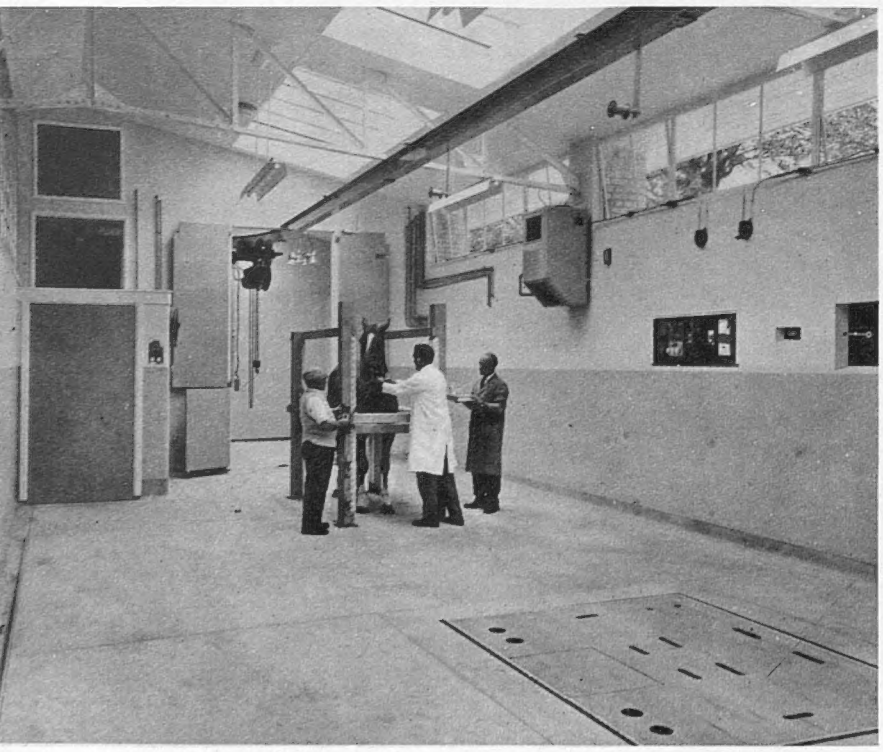
Princess Marina, Duchess of Kent, joins in the cheers as she watches the Navy's destroyer *Kent* enter the water at the Belfast shipyard of Harland and Wolff. The third of Britain's guided missile destroyers, the *Kent* was named and launched by Princess Marina. Later she returned to London by air. The *Kent*, laid down eighteen months ago, is expected to join her sister ships, *Hampshire* and *Devonshire*, in service in 1963. She is designed to provide guided weapon anti-aircraft defence for task forces, and for anti-submarine work. She is equipped with a variety of weapons, including Seaslug and Seacat missiles and four radar-controlled 4.5-in. guns. With her launching, the *Kent* brings back into service one of the oldest names in the Royal Navy. She is the ninth ship to bear the name. Her predecessors had battle honours from 1655 to 1944

THE ROYAL NAVY'S THIRD GUIDED MISSILE DESTROYER IS LAUNCHED BY PRINCESS MARINA

Below right: Queen Juliana of the Netherlands watches a demonstration by tanks by the Dutch Fourth Division. **Far right:** H.R.H. Prince Bernhard of the Netherlands takes part in the demonstration in the Sherman tank named *Bernhard*. The Queen and her husband were to have visited the Division at La Courtine in France when the Division was called back to the Netherlands owing to the international tension over Berlin

QUEEN JULIANA OF THE NETHERLANDS WATCHES HER HUSBAND TAKE PART IN TANK DEMONSTRATIONS

Below: The operating table in the theatre of the new Gladys Yule Surgical Wing of the Animal Health Trust's Equine Research Station, Balaton Lodge, Newmarket, can be adjusted to different levels. It is seen here lowered flush with the floor, but it can be raised to a height of 4 ft. 9¼ ins. The mechanism for raising and lowering is hydraulically operated from a wall panel (right). Horses anæsthetised in the pre-operative padded loose box are carried overhead by the electrical hoist and lowered on to the table. The wing was opened by the Queen last week



NEW WING FOR THE EQUINE RESEARCH STATION, NEWMARKET

SIR NORMAN AND LADY KIPPING

The Director-General of the Federation of British Industries, Sir Norman Kipping, and Lady Kipping are seen in their state-room on board the American President Lines *President Hoover* before the liner's departure from San Francisco for the Orient. The couple are travelling on the liner to Japan where, on behalf of the F.B.I., Sir Norman is to survey opportunities for expanding British trade.

NEW ARMY INFORMATION CENTRE

The Mayor of Westminster, Councillor J. L. C. Dribbell, with Mrs. Dribbell, is greeted at a new Army Information Office in the Haymarket, London, by Major-General W. A. G. Burns, G.O.C. of the London District. The Mayor of Westminster last week opened the new centre. It is primarily intended to recruit for the Army's nursing service and the W.R.A.C.

THE NEWS IN PICTURES

SECURITY POLICE BREAK UP A DEMONSTRATION IN ALGIERS

A fire hose is turned on demonstrators in the centre of Algiers. The incident occurred last week when several hundred people shouting Algérie Française, tried to stop security police pulling down a flag of the O.A.S. (Organisation of the Secret Army), flying over the railway administration building. The flag was hoisted in reponse to the O.A.S.'s appeal for Algerians to fly O.A.S.'s banners and flags. It was reported this met with little general response. But throughout last week there were incidents in Algeria and France involving O.A.S. terrorists and counter-demonstrators of the F.L.N. In Paris a number of people, allegedly in the O.A.S., were formally charged with plotting against the State and complicity in the attempted murder of President de Gaulle

LATIN AMERICAN PRESIDENTS EMBRACE

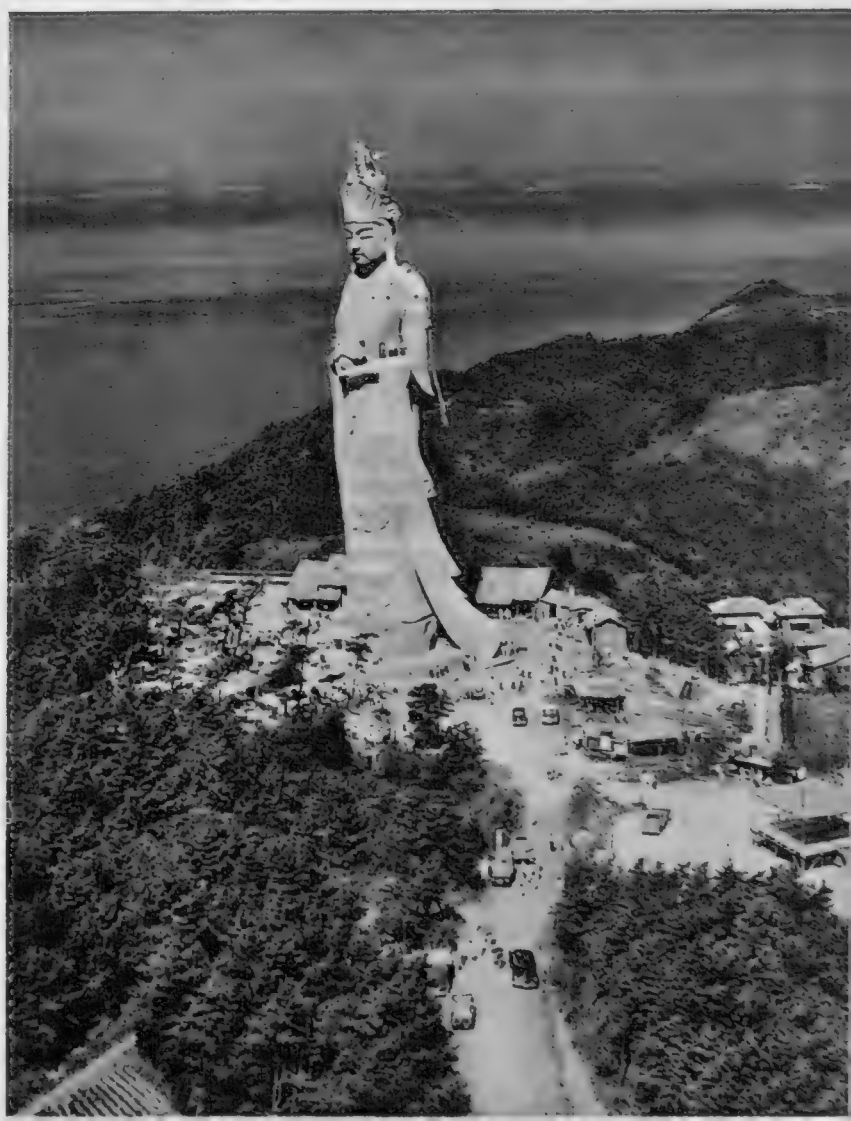
Smiling happily together at a private dinner in New York are President Frondizi of Argentina and President Prado of Peru. Both Presidents were in New York to attend the General Assembly of the United Nations. While President Frondizi was in New York, he received news of an alleged plot by Cuban agents to overthrow the Argentinian Government. It was understood that Cuban infiltration into Argentina featured prominently in long discussions between President Frondizi and President Kennedy in New York. A joint statement issued after the meetings said the U.S. stood firm in its co-operation with Argentina to speed economic development in the country

PRESIDENT KENNEDY, MR. DULLES, AND MR. McCONE

Above right: After a news conference at the Naval War College at Newport, Rhode Island, President Kennedy leaves with Mr. A. Dulles (centre) and Mr. J. A. McCone. At the conference the U.S. President announced that Mr. McCone, formerly chairman of the Atomic Energy Commission, would succeed Mr. Dulles as director of the Central Intelligence Agency. Because of the U-2 affair and the abortive Cuban landing, the C.I.A. has been the subject of much criticism. Mr. McCone, who takes over when Mr. Dulles retires in November, is 59

A GIANT WAR MEMORIAL NEAR TOKYO

A gigantic statue of the Japanese Goddess of Mercy has been erected on the top of Otsubo-Yama hill in the Chiba Prefecture to the south-east of Tokyo. The figure, which towers 170 ft. over the small village at its foot, is dedicated to those who died in the Second World War. **Far right:** For sightseers who climb to the top of the goddess's head there is a fine view of Tokyo Bay and the Yokohama region. The cost of erection was estimated to have been in the neighbourhood of £100,000



Right: THE STATUE DOMINATES THE AREA

After the funeral service in Uppsala Cathedral for Mr. Dag Hammarskjold, the U.N. Secretary-General, the cortège moves slowly to the family grave in Uppsala cemetery

FUNERAL OF MR. HAMMARSKJOLD

Left: Inside the Cathedral, members of the Swedish Royal Family pay homage to Mr. Hammarskjold. From left are Princess Margaretha, Prince Bertil, King Gustav Adolf, Princess Christina, Princess Désirée and Queen Louise. Two thousand prominent representatives from nearly every member country of the United Nations attended the State funeral. The service was conducted by Dr. Erling Eidem, former Archbishop of Sweden and a friend of the Hammarskjold family. The whole of Uppsala was in mourning and weeping crowds lined the route of the procession. On the day of the funeral, Friday of last week, one minute's silence was observed throughout Sweden

Walking behind the coffin are, from left, Mr. Mongi Slim, the new President of the U.N.; Dr. Erlander, the Swedish Prime Minister; Mr. Unden, the Swedish Foreign Minister, and Mr. Nathan Barnes, President, U.N. Security Council. **Left:** In the procession are Mr. Johnson, the U.S. Vice-President, in front of General Prem Singh of India (in uniform), next to whom is Viscount Kilmuir, the U.K. Lord Chancellor. In the following row are Prince Boun Oum of Laos; Mr. Adlai Stevenson; Mrs. Pandit, and Mr. Trygve Lie, the former Secretary-General of the U.N.

Right: The procession moves down the steps from the Gothic Cathedral. **Below:** The coffin is lowered in the grave

JOHN CONNELL

LIVE AND LET LIVE—OR ELSE?

The third act of the new play, *The Affair*, which is a dramatisation of Sir Charles Snow's novel of the same title, mounts to its climax in an eloquent plea by Lewis Eliot, not only for justice for the young man who, as he believes, has been wrongfully condemned, but for tolerance. The appeal rings out beyond the quiet Cambridge combination room, and the grave listening Seniors, and takes on a poignant universality. The Queen, in strikingly similar terms, repeated it when she opened the conference of the Commonwealth Parliamentary Association in Westminster Hall last week.

We have to face the consequences of rejecting tolerance, for, as Mr. Macmillan said at the same ceremony: " we live today in a strange world, poised between hope and despair." Later that day President Kennedy, in his powerful, impassioned and highly constructive address to the United Nations General Assembly, made the alternative consequences of tolerance and intolerance starkly clear: if we don't give each other a chance, we shall all have no chance at all. The greater part of the speech was a forthright warning to the two great Communist Powers not to push their intolerance too far.

There is no Balance of Power in the world today. There is a precarious balance of terror—and it is terror whose fulfilment is bound to envelop the whole planet. It is this simple, unescapable fact which makes general and complete disarmament under effective international control so urgently necessary. Ending the present nuclear arms race is for all of us a matter of life and death. This is a proposition which no sane person in the Western world could possibly dispute. The only question is: How? I do not believe—I never have believed—that the way to end the arms race is by unilateral disarmament, least of all by

In New York, President Kennedy confers with, from left, Mr. J. J. McCloy, his chief adviser on disarmament; Mr. Arthur Dean, the U.S. negotiator at the nuclear test ban talks at Geneva; and Mr. Dean Rusk

Britain. No amount of pavement-sitting by Bertrand Russell and his followers will convince me that such a course is either right or prudent. Mr. Khrushchev has lately described this country, contemptuously, as a " hostage." How much more of a hostage would Britain be, deprived of her nuclear arm while other nations retained theirs?

General nuclear disarmament is as sane as unilateral disarmament is silly. However, we should not for a moment delude ourselves that agreement on, and the initiatory steps towards, general and complete disarmament will instantly solve all world problems. We shall all have to soldier on, much as we do now. There will still be a Laotian problem. There will still be a German problem. The difficulties and the complexities of the Congolese Republic will be just as they are now. There will be no cessation in Chinese encroachments over the borders of India or Burma. Major-General Alexander's sadness and disillusionment over his treatment at the hands of Dr. Nkrumah will not be instantaneously assuaged.

The exasperating muddle which is called the pattern of international relations will not be disentangled. The world will look very much as it looks now—with this important difference: it will not be a world under a self-imposed sentence of death. The grim and final " or else," which in the past sixteen years has held us in a diplomatic impasse, will have been removed from the political leaders' vocabulary. We should not, however, overlook the fact that, for sixteen years, this impasse has not served the world at all badly—the Communists, no worse than ourselves. Its value has been that it has been a fairly reliable danger signal against pushing matters too far. But that value, as this year's recurrent crises have demonstrated, has dwindled almost to vanishing-point. We are now compelled to look for another sanction than that of the nuclear deterrent.

President Kennedy, with the full and enthusiastic support of the British Government, proposed a disarmament programme under six heads:

First, signing the test-ban treaty by all nations. This (said the President) can be done now. Test-ban negotiations need not and should not await general disarmament talks.

Second, stopping the production of fissionable materials for use in weapons, and preventing their transfer to any nation now lacking nuclear weapons.

Third, prohibiting the transfer of control over nuclear weapons to states that do not now own them.

Fourth, keeping nuclear weapons from seeding new battlegrounds in outer space.

Fifth, gradually destroying existing nuclear weapons and converting their materials to peaceful uses; and

Finally, halting the unlimited testing and production of strategic nuclear delivery vehicles, and gradually destroying them as well.

It is of some significance that only a day or two before the President made his speech, Mr. McNamara, the U.S. Secretary of Defence, and Mr. Robert Kennedy, the Attorney-General, uttered clear-cut warnings that, if the Russians pressed their demands over Berlin too far, they could precipitate a major war in which the use of nuclear weapons would be inevitable. The President himself was just as unequivocal, though in the context of his whole speech less emphatic. He said: " The Western Powers have calmly resolved to defend, by whatever means are forced upon them, their obligations and their access to the free citizens of West Berlin and the self-determination of those citizens."

Twenty-four hours after the President had spoken, Mr. Gromyko, the Soviet Foreign Minister, reiterated in front of the U.N General Assembly Mr. Khrushchev's declaration that the United Nations would serve as a guarantee of West Berlin's status as a free city, and that the Russian Government was ready to agree to the use of contingents of neutral forces or U.N. troops as guarantors. " Accept the proposal to sign a peace treaty, and to turn West Berlin into a free city on this basis, and we will accept any proposals on the most effective guarantees for that city that can be found in present-day international practice."

The stick of solemn warning and the carrot of constructive proposals appear to have had their joint effect. Most commentators at U.N. headquarters appeared a little less uneasy after Mr. Gromyko had spoken, having discerned (I think quite accurately) a gentler line in his dissertations. But it does seem important to me that we should recognise that the Russian Foreign Minister did not respond in tune and, as it were, on the same wave-length as that on which Mr. Kennedy pitched his speech. Soviet policy is directed, it seems, at exploiting to the maximum all the various crises which at present agitate the world, but at the same time playing down the magnitude of each individual crisis. The Russians can thus combine a great deal of unscrupulous and tough bargaining power with a permanent attitude of injured innocence. This is, of course, the blackmailer's technique: " Cough up £20,000, my dear fellow, or else . . . and, by the by, I really can't see what you are making such a fuss about. This, after all, is just a routine adjustment between your bank balance and mine. Dear me, we are both *civilised*, aren't we? "

Smooth and creamy as the best butter, Mr. Gromyko's ingenuous-seeming patter flowed on: " The United States, Britain and France don't want the established way of life in West Berlin to be broken. This, too, coincides with our position. No one is encroaching on the social order existing in West Berlin. We have most solemnly declared dozens of times and we reaffirm that we are firm advocates of the West Berlin population being guaranteed the right to live and work under the social system which suits it." What could be more reasonable? There is a price to pay for this privilege that is to be accorded to the West Berliners: Germany will not be reunified. Since I myself have never been a great one for reunifying Germany (I admit to a certain prejudice not unconnected with events from 1933 to 1945), I am not too fussed about this price. But last night I had a quaint dream. It began as a military staff exercise: KENT, SURREY, MIDDLESEX, HERTFORDSHIRE and large areas of ESSEX are under the occupation of a foreign Power. LONDON, however, is divided by the line of the RIVER THAMES. North of the river a BRITISH administration is in charge, within the boundaries of the Metropolitan Police area. In recent weeks the foreign Power has forbidden all access to the Northern sector by South Londoners; bridges are blocked, tube stations closed, the river patrolled by armed launches. At 03.00 hours on 7.10.61 the foreign Power issues an ultimatum: the North London administration must accept this situation as permanent, the social system of North Londoners will be guaranteed by all the methods of current international relations, and a Treaty to this effect (you notice diplomatic replacing military phraseology), must be signed by 12.00 hours on 9.10.61 or else. . . . . Only a dream, of course: not to worry.

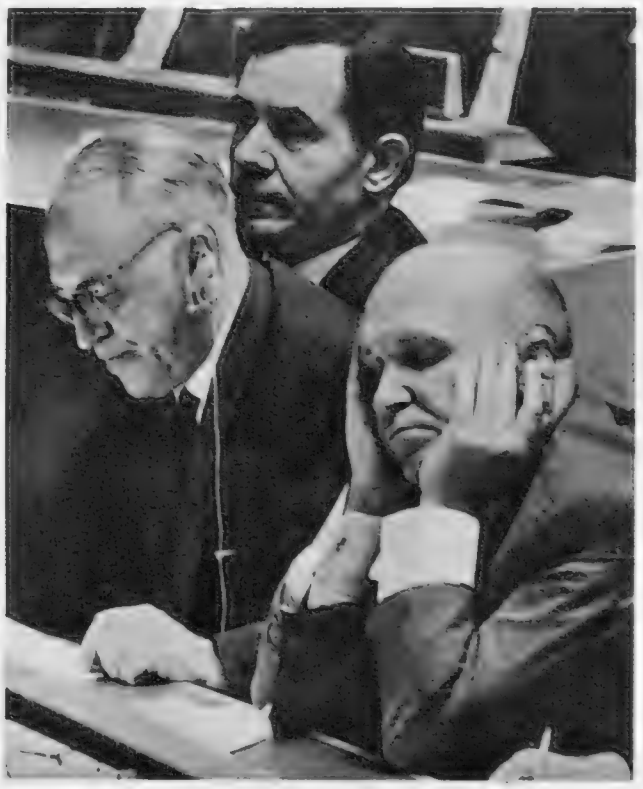
MOVES AT THE U.N.

President Kennedy calls for a "truce to terror"

Still shadowed by the tragic death of Mr. Hammarskjold, the General Assembly of the United Nations last week heard major speeches from President Kennedy, Mr. Gromyko, and Lord Home. At the same time, Mr. Dean Rusk, the U.S. Secretary of State, continued his exploratory discussions with Mr. Gromyko on Berlin and Lord Home had parallel meetings with the Soviet Foreign Minister on the same issue. In his speech to the General Assembly, Lord Home forcefully supported President Kennedy and as forcefully accused Russia of double-dealing over nuclear tests. He put forward one proposal which countered Soviet charges of British "colonialism." Britain, he said, was ready to give the U.N. full information on the constitutional steps being taken in the U.K.'s remaining dependent territories.

At the speaker's rostrum, President Kennedy makes his eloquent and constructive address to the U.N.

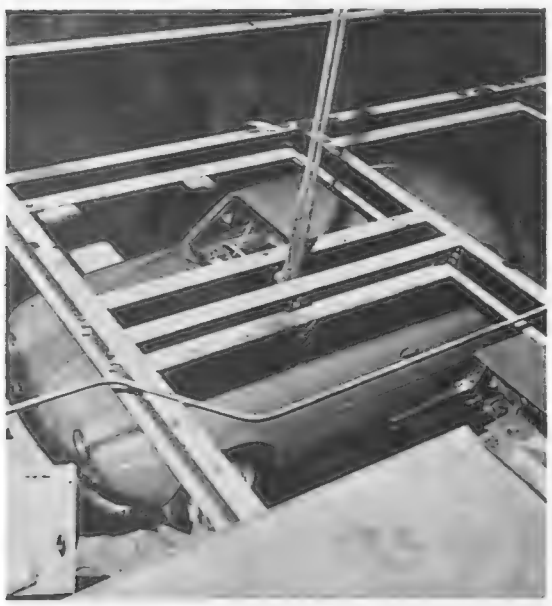
At the General Assembly Lord Home, the British Foreign Secretary, confers with Mr. Dean Rusk, the U.S. Secretary of State, and Mr. Adlai Stevenson, the U.S. delegate to the U.N.



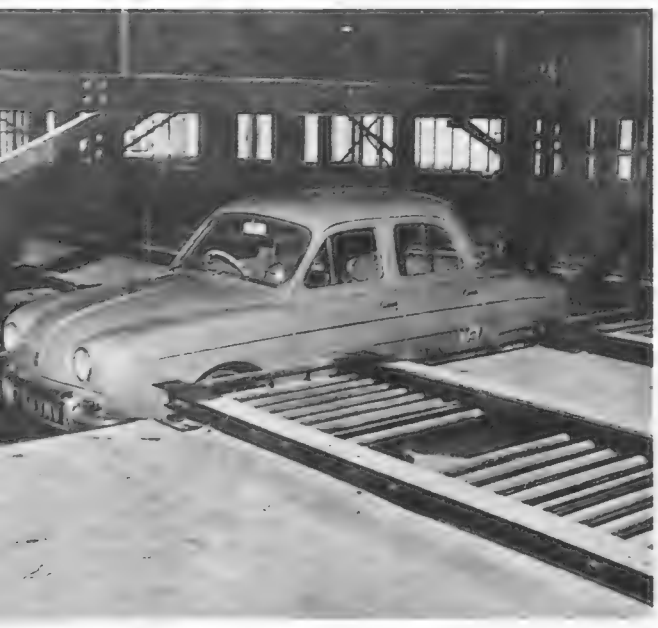
The Soviet delegate, Mr. Zorin; Mr. Semenov, Soviet Deputy Foreign Minister; and (rear) Mr. Gromyko, Soviet Foreign Minister

The car in the picture is being moved sideways on rollers into a lift in the Zidpark, a new automatic car park near Southwark Bridge, in London. The lift will carry the car to one of the eight floors of the building. Other rollers will move the car off the lift into the position determined by the attendant at the control panel (right). The Zidpark, which is the City of London's first automatic car park, was opened last month, and offers accommodation for 500 cars. It was built by the Myton branch of the Taylor Woodrow group of building and civil engineering companies. A picture of the building appears on page 36

Sir Frederick Hoare, the Lord Mayor-elect of London, plays che



A car is hoisted into its parking bay . . .



. . . and moves to its allotted space

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

REMEMBER SEPTEMBER? There will be many of the last holiday-takers who will remember gratefully the unusual sunshine and warmth of several days last month which made bathing and sun-tanning as great a pleasure as in any of the summer months. They were the lucky ones. For the majority, I venture to say, September 1961 will be thought best forgotten. In my lifetime we have had a fair number of anxious and unhappy Septembers. Of these, 1961 is well in the running for the record. To be entirely accurate, let me limit my survey to the first three weeks of that terrible month. If in the course of them there was recorded any single item of hope or good news, it was hidden from me in the daily catalogue of evil, of hate, of killing, of disasters, from the forces of nature and the failures of mankind, of wild extravagance in speech and of exaggerated reportage, of defiance of authority and of the failure of authority to show a right judgment. Many of us, I think, even the lucky ones, are scarred. Many more, I hope, are scared. We may not now believe, as our ancestors did, that plagues and disasters and convulsions of Nature are sent upon us as punishments and as warnings for our follies and back-slidings, but such visitations can still give us pause to re-examine our way of life and thought and to decide whether the time has not come (and almost gone) to save ourselves and all humanity by our own exertions and repentance. It would be pleasant to forget September 1961. Perhaps it were better for us to engrave it on our hearts and read and obey its lessons.

WORTH TRYING? COURTESY. A year ago after there was rioting in Rhodesia, tension was high among the races, and fear roamed the streets. What could ordinary men and women, without money and without influence, do to abate the dangers? Six housewives (so Lady Kennedy tells *Daily Telegraph* readers) conceived a simple yet novel idea—to launch a courtesy campaign. Courtesy (they believed) is a positive cause for good. A modest campaign of Press and poster propaganda invited any one of any race in Rhodesia who felt interested to write to the organisers. The response was immediate and startling. It seems that unexpected numbers of all races and creeds caught the idea that they were all of them Rhodesians and that good manners might help to make their country again a happy one. Money for the cause came in also in small amounts. Fifty thousand Rhodesians in the Federation are today trying out the idea. It implies cutting out some of the causes of jealousy, hatred and fear by reverting to what was once regarded as civilised behaviour in social life, exchanging a frown for a smile, a curse for a sign of sympathy, in the street and on the highways. I feel like giving this simple idea what publicity and backing I can. It has already been advocated as a means of reducing slaughter on our roads. (I got somewhere near it when I suggested the other day a " pause " in depicting public faces engaged in bitter propaganda and taunts.) I have written, too, often enough, of the possibility that at the eleventh hour humanity itself might save itself—where all else has failed—by a reaction and repentance at the crater's edge when it felt the scorching. And how could it better begin that repentance than by a gentle return to a practice which was at one time inculcated in nurseries, in schools and in social life as the essential sign of a gentleman and a civilised member of society? After all, we are *all* inhabitants of a single minor planet and we should find it worth while by any means, however simple, to make life on it more endurable.

wife. His two daughters, Mary Rose and Marinella, look on

The Right Reverend R. W. Stopford kneels to take the oath during his confirmation as Bishop of London

SEPTEMBER 20. It has been accepted and preached in Parliament for years that improved public education was vital to our salvation, industrially and morally, and that teachers are among the most important of public servants and have been scandalously underpaid. Some time ago the employees—the teachers—on the Burnham Committee asked for a substantial increase in their salary grades. The employers (Local Authorities) thought the demand too high and consented to a compromise which totalled £47,500,000. The teachers at first refused the compromise but, moved perhaps by Mr. Lloyd's " pause " plea, they later accepted this compromise and both sides confirmed it. Then the Government stepped in, overrode the Burnham Committee and pared down the award by £5,000,000 or so. It was to be the teachers' contribution to austerity and restraint which alone could save the nation's economy from disaster. If the teachers were excepted from the common sacrifice, the door to further special exceptions in every field would be wide open. (As indeed it is.) Clearly the teachers have a case. As clearly, there is something to be said for the Government's case, and some sympathy may be felt for all the blame being attached to Sir David Eccles, presumably a loyal supporter of his Government. There is usually something to be said on both sides in such disputes. In the result, a widespread one-day strike of teachers took place and 1,000,000 children thoroughly enjoyed a day's holiday. A few unlucky ones even staged a strike against school attendance and gained nothing by it. I doubt if the loss to national education on September 20 was serious. School-children have been known to miss a vital day for other reasons, such as General Elections. A point strikes me: it is one not generally appreciated or appreciated by the teachers, who have safely attained the bulk of their just demands. The lip-service long paid to their vital importance as public servants is based not so much in their duty to teach the three R's, the advanced subjects and primary technology, but to educate the young to be good citizens, upholders of law and order, obedient to discipline, loyal and restrained. I wonder whether the events of September 20 lowered the accepted status of the teaching profession, generally conceded them for purer and worthier motives of service than obtain in industry.

PROOF READING. Having passed the larger part of my active life writing books and articles, I came to regard the printer's reader as my best ally. He did much more for me than correct " literals " and other slips and my bad spelling. He was better educated than I and quite often revised my misquotations and even indicated my faulty conclusions from accepted or corrected premises. What has happened to these remarkable men? It seems to me that in journalism they survive only in periodical publications. They have ceased to function in the preparation of even the most sober " dailies " and their place has been taken by neophytes or jokers. When I wrote books I was advised to regard, and did regard, the meticulous reading of galley proofs as part of an author's job and by no means the least part. Today, as a reviewer of books, I find that half the authors of them scorn to trouble themselves with this vital task of revision and polishing. Either they grow weary of the labour of writing or they regard it as mere hackwork unworthy of craftsmen who plan a fine fabric and leave it to lesser men to fit the pieces in and round off the rough-hewn blocks. Genuine craftsmen of letters today do not escape this criticism. Some publishers, but not all, have been made aware that their authors nowadays are doing only a part of their job. They have learned it from the trouncings their publications receive from irritated reviewers, and they have appointed publishers' readers to do the work once done by the printer's reader and the author. But not all: I can confidently say that among the books I review there are more patent and infuriating errata of all kinds passed for press than I can ever remember before. As for the proof-reading in some of our great dailies, it has become a joke. Better work in that line is done in the sensational press. Why is this, and when will the evil be remedied?

FLOREAT ETONA. The public schools have re-assembled, and, expensive as that form of education is, it is good to learn that there is no lack of new recruits. At Eton, for example, there are 118 new boys and nearly 1,200 in all. The *Daily Telegraph* reporter had even better news for many of his readers. Of the new boys he " noticed " seven sons of peers. The remaining 111 may be all very well in their way and some of them may indeed rise high in public life and reputation in many fields, but at the moment their names don't make news. It is up to them in due course to be " among others we noticed." The lucky seven are spared that trouble, but at Eton at least " all will equal be "; and in the face of criticism of privilege in the public school system, I cannot be sure that the Eton authorities appreciate this thrice-yearly reportage—a relic of the old *Morning Post*—as much as does (presumably) a majority of the *Telegraph*'s readers. It may well be regarded in Eton as a red rag, an unkind cut; an invitation to her critics not to " swear by the best of schools " but to swear at it.

THE RECESS CONTINUES. The chief events of these last holiday weeks have certainly been headlined, and many of us may have judged them to be important, if not earth-shaking and terrifying. But the recall of Parliament had not seemed necessary or desirable to the chief ministers back at their desks. To you and me this may seem strange. It is only through Parliament, by means of probes and goads, that we ever get even a vague idea of whither the Government is leading us and of what may be its policies and aims on various burning questions. I can understand that Ministers may not think the recall of Parliament *desirable*. The House of Commons demands a great deal of their time, better spent on deep thinking and calm planning. If some of us have considered its recall necessary—and I suppose the majority have *not*—it may be that we hold an old-fashioned view of the meaning of Government. It was left to Mr. Gaitskell to secure the cutting of the long recess by a week.

THE OLD STAGER

Flora (Pamela Franklin) happily greets her brother Miles (Martin Stephens) on his unexpected return home

Miles and his governess Miss Giddens (Deborah Kerr) on the tower of Bly House. **Right:** Miss Giddens holds Miles tight as she tries to make the boy say that he can see the ghost of Quint

Miles walks barefoot through the moonlit garden at Bly House

ENTERTAINMENT

THE INNOCENTS

Due to be seen in London at the end of the month, *The Innocents* is being awaited with a great deal of expectation. It is Jack Clayton's first film since *Room at the Top* over three years ago brought cries of startled admiration from the critics. Preliminary reports of the new venture are highly encouraging. Like *Room at the Top*, it is based on a published story, in this case Henry James's classic horror story, *The Turn of the Screw*. This has already been through several versions—for instance a play seen in London a few years ago and Britten's opera. The story depends for its success on the haunted and haunting atmosphere of the house at Bly, on the fascination of ghosts, and on the subtle questioning of the nature and force of evil. None of these are easy to convey on film, although Jack Clayton has already shown himself highly sensitive to the atmosphere of particular locations. Set in the late years of the last century, the plot, briefly, tells of a governess who arrives at a secluded country house to look after two young children. They are impeccably well-mannered but it becomes apparent they are influenced by Quint, a former valet now dead, and Miss Jessel, the previous governess, who was violently in love with the malevolent Quint and who died shortly after him.

Left: Miss Giddens and the housekeeper Mrs. Grose (Megs Jenkins) watch the children play-acting together

mysterious journey

Miss Giddens becomes disturbed when she finds the children always whispering and giggling together

The governess and the housekeeper are alarmed

Flora is comforted by her governess

Flora dances a cotillion to the tinkling sounds of her music-box, alone in the Folly by the side of the lake at Bly House

THE VOICE OF THE COMMON

GREAT BRITAIN

Ceremony and speeches at the seventh Commonwealth Parliamentary Conference

Delegates from sixty-two branches of the Commonwealth Parliamentary Association gathered in Westminster Hall, London, last week, to hear the Queen open the Seventh Conference of the Association. Before the arrival of Her Majesty, delegates wearing widely differing costumes had walked in procession through the hall to take their seats. The Queen was greeted by Sir Roland Robinson of Britain, Chairman of the C.P.A., and the Vice-Chairman, Mr. R. A. Njoku of Nigeria.

She began her inaugural speech by recalling that in the last ten years she and Prince Philip had visited many countries within the Commonwealth, and was happy to see in Westminster Hall many whom they had met in their journeys. Eventually they hoped to visit all the countries of " our family of nations." It was fitting that the conference should be opened in Westminster Hall, where the earliest meetings of the English Parliament were held centuries ago. These meetings of elected members of Commonwealth Parliaments could meet on terms not dictated by party considerations, to exchange views and share a variety of experiences, and discuss and develop ideas on matters of common interest.

She went on to say that in the wide association which was the Commonwealth we should all try to cultivate the virtues of tolerance and understanding, to recognise each other's qualities and to respect each other's feelings. In this modern age, the strength and unity of the Commonwealth did not lie in bonds forged by formal instruments, nor in common ancestry, nor in pursuing the safe political line. It sprang from the knowledge that all shared a lively concern for individual freedom and all the machinery which made it possible.

The Queen was followed by Mr. Macmillan, who spoke of the shared habits and ideals of the Commonwealth countries, and declared that they needed to be constantly renewed by present association. " We live today in a strange world, poised between hope and despair," the Prime Minister said. " Sometimes the lengthening shadows seem to darken the future. Sometimes we seem to catch a glimpse of the dawn. It is, at any rate, a world of challenge to which men and women of stout hearts must respond." He told the delegates that their special task would be not only to meet or, indeed, to understand each other, important though that understanding was, but to recreate and state anew the common idea and modes of thought which were the basis of the Commonwealth.

Mr. Njoku, who spoke after the Prime Minister, described himself as a representative of one of the youngest members of the Commonwealth. He considered that the greatest heritage of the Commonwealth was parliamentary democracy and the rule of law. This heirloom would be cherished and zealously guarded.

At a banquet at Guildhall in the City of London for delegates to the Commonwealth Parliamentary Conference, Sir Bernard Waley-Cohen, the Lord Mayor, greets Senator Sir Alister McMullin, of Australia, ex-Chairman of the General Council of the C.P.A.

On the following day Mr. Sandys, Secretary of State for Commonwealth Relations and leader of the British Delegation to the Conference, said that if Britain were forced to choose between the Commonwealth and Europe she would unquestionably choose the Commonwealth. " We do not believe our friends in Europe will confront us with that painful choice," Mr. Sandys told delegates. " For they have shown that they, too, fully recognise the value of the Commonwealth. Provided that negotiations are animated by this spirit on all sides, there is, I believe, no reason to fear that, by drawing closer to Europe, Britain will be asked to draw away from the Commonwealth." What was more likely was that, through Britain's entry into the Common Market, Europe and the Commonwealth would tend to develop closer trade relations with one another. Of all organisations the Commonwealth was the one which should least be afraid of change. It had never been a static association. The Commonwealth was itself the child of change.

Among other speakers, Mr. L. H. E. Bury, leader of the Australian delegation, expressed concern at the position of the Crown if political integration with the Common Market went further, and Sardar Hukam Singh, of India, said that no matter how the rest of the Commonwealth felt about Britain and the Common Market, Britain had to see to her own interests.

The Duke of Montrose, a member of the Assembly of the Federation of Rhodesia and Nyasaland, in a controversial speech on the next day, said that he viewed Britain's application to join the European Economic Community as the continuation of a disastrous process that began with the acceptance of the Washington loan and the Bretton Woods Agreement. " There are more ways of killing a cat than by choking it with cream, and it seems there are more ways of destroying a Commonwealth or a nation than by war."

Also on the subject of the Common Market, Alhaji the Hon. Shehu Shagari, said that the future of the Commonwealth depended on the outcome of Britain's negotiations. Nigerians did not want any weakening of the Commonwealth links or influence; they did not want to lose the much cherished Commonwealth preference or have it seriously reduced. He suggested that if Britain did not join the Common Market there might be such a thing as a Commonwealth Common Market.

During an army exercise in Australia, an assault bridge of aluminium alloy is tested when a 12-ton vehicle crosses it. The bridge was erected in an hour in an exercise carried out near Brisbane

WEALTH

CANADA

Expansion of hydrographic research and surveys in the Arctic waters

The *Maxwell*, first unit in a multi-million-dollar shipbuilding programme designed to give Canada a much greater knowledge of her coastal and inland waters, was recently launched in Halifax, Nova Scotia.

Mr. Paul Comtois, Minister of Mines and Technical Surveys, said that the Canadian Hydrographic Ship *Maxwell* and her sister-ships, will, when completed, enable Canada to gather a store of oceanographic and hydrographic information equal to, and even surpassing, that possessed by many other nations.

Turning to the more general aspects of the subject, Mr. Comtois said: " . . . The *Maxwell* joins other ships of our Department's east coast fleet—the *Baffin*, the *Cartier*, the *Kapuskasing* and the *Acadia*—at a time when hydrographic work in Canada's coastal and inland waters is pushing ahead at an accelerated pace to keep abreast of increased demands for accurate knowledge of the country's waterways. Supplying volumes of vital information to seafarers from the four corners of the earth is a major responsibility of our Canadian Hydrographic Service.

" Perhaps you can best realise the magnitude of this task when I say that, in addition to her thousands of miles of inland waterways, Canada has the longest coastline in the world, some 120,000 miles. The coastal waters off this vast shoreline present a hydrographic challenge unparalleled anywhere in the world, and I am proud to say that the Canadian Hydrographic Service, through a carefully planned programme, is meeting that challenge.

" As an example of this programme, I should like to draw to your attention some of the work we are doing in nearby waters, where more than half a dozen projects are under way. The *Baffin*, for instance, has completed this year's phase of a long-term programme of offshore sounding round the coast of Nova Scotia. The *Kapuskasing* is presently engaged in extensive sounding operations in the Sable Island area as part of another long-term programme aimed at obtaining better information for navigation and fishing in the areas off the Atlantic Coast of Nova Scotia.

Lord Amory (right), the new U.K. High Commissioner in Canada, is with the Canadian High Commissioner in London, the Hon. George Drew. Lord Amory left London last week on his way to Ottawa

" Later this year, the *Kapuskasing* will carry out surveys along the eastern coastal regions of Nova Scotia between Sheet Harbour and Canso.

" A shore party with headquarters at Barrington Passage is making good progress in a continuing programme of launch soundings along the Atlantic coastal waters. Another shore party is carrying out extensive survey work in the area between Sheet Harbour and Canso.

" Information gathered during these projects I have mentioned, and others being carried out over thousands of miles of Canada's coastal and inland waters, is not limited to purposes of navigation and fishing. The data we are gleaning from these exhaustive investigations are of very great value in the planning of future power projects, harbours and causeways.

" In Northumberland Strait, which separates Prince Edward Island from the mainland, we have under observation the characteristics of tidal conditions so that, in the event of a causeway being built to link Canada's smallest province with the mainland, the necessary hydrographic information will be available.

" I have only scratched, as it were, the surface of a national hydrographic programme designed to maintain a continuous flow of up-to-date charts and nautical information to those persons sailing our waters or contemplating projects in which hydrographic data are of the utmost importance."

The items in " The Voice of the Commonwealth " are contributed and do not necessarily reflect the views of the Editor of " The Sphere "

Dame Mary Smieton, Permanent Secretary at the Ministry of Education, talks to students from Tanganyika. They arrived in London recently to train as teachers in Britain under the Commonwealth Bursary Scheme

Five of the 234 Commonwealth scholars who have arrived in London to take up awards made by the Commonwealth Scholarship Commission in the United Kingdom. They are, from left; Mr. I. U. Haque (Pakistan), Mr. J. Awachie (Nigeria), Mr. C. Knox, Mr. J. Cresswell (both New Zealand) and Mr. R. Zaman (Pakistan)

Delegates to the Second Commonwealth Scout Conference gather in Baden-Powell House in London. In the centre, wearing the kilt, is Sir Charles Maclean, the Chief Scout of the Commonwealth. The Conference, which met for three days last week, was attended by twenty-seven delegates from Australia, Canada, Ceylon, Ghana, India, Malaya, New Zealand, Nigeria, Pakistan and the United Kingdom

WILD ANIMALS IN DANGER

Photographs by Anthony Howarth

A notice indicates right of way to elephants in Queen Elizabeth National Park, Uganda

Elephants are still plentiful in the Murchison Falls National Park, Uganda

Zebras move across the basin of Ngorongoro Crater, near Serengeti National Park, in no

A weighty body of opinion is actively concerned about the possible fate of African wild life. This can be judged from the outcome of the international conference on the conservation of nature and natural resources which was held early in September at the town of Arusha in northern Tanganyika. Money and other forms of assistance have been promised from various countries, including Britain and the United States, to stave off what otherwise appears to be inevitable—the virtual extinction of one of the continent's most remarkable features, its wild animals. Some species are already in danger of extinction, and others are decreasing in number to an alarming extent. One of the main hazards they face is that of drought. East Africa is undergoing one of the worst droughts of this century. This has aggravated the potentially serious situation created by the destruction of water catchment areas and over-grazing of cattle. Much game has been destroyed in efforts to control the tsetse fly, which, harmful though it is, does protect game from cattle and goats. The spread of domestic animals has inevitably forced the wild life into smaller and smaller areas, and cattle are great destroyers of grassland. Another threat to wild life is the activities of poachers, both black and white. As the conference opened there came news of widespread slaughter by gangs of poachers in Tanganyika's Serengeti Park. The animals also suffer from indiscriminate killing for food by Africans.

The greatest problem was seen to be to impress the need for conservation upon the ordinary African, who has long believed wild animals to be a danger to his way of life. Experts at Arusha stressed that the basic conservation is that of the land and its soil. Much African soil has already been turned into semi-desert by over-grazing and over-burning. The destruction of the natural systems whereby each grazing animal eats a different type of vegetation could accelerate the loss of soil fertility. Wild life is also of great value from the tourist point of view. If the time came when the animal population was reduced to nil many territories would lose revenue of vital importance to economic stability. In Kenya tourism ranks second to coffee, and in Tanganyika

(*Continued on page 22*)

Lionesses rest in the basin of the Or

Tanganyika

ongoro Crater

Lionesses can be seen at close range from vehicles in the national parks

Rhinos are seriously threatened with extinction in parts of East Africa

WILD ANIMALS IN DANGER

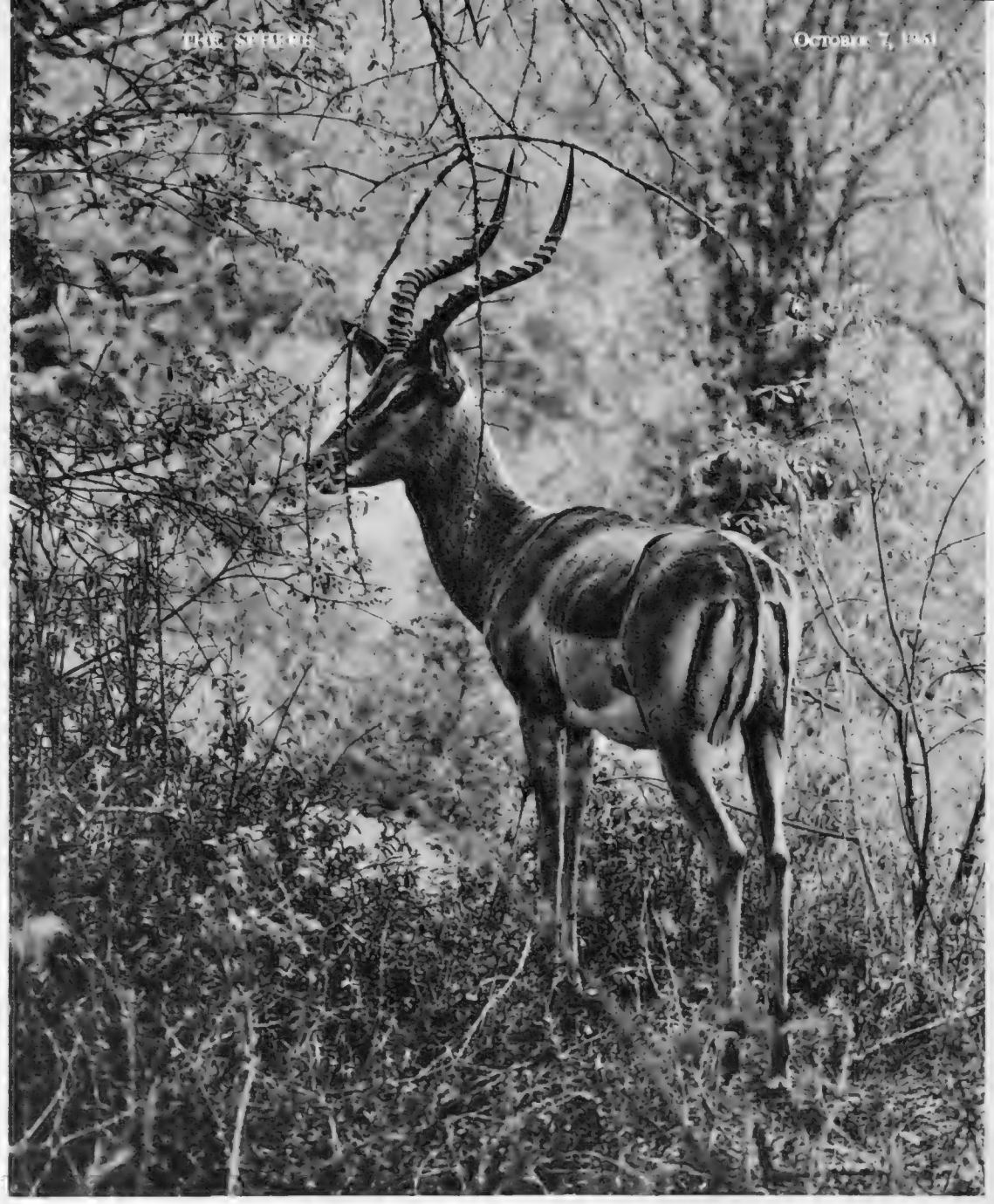
(Continued from page 20)

it brings in £1,000,000 a year to a country whose total annual budget is £20,000,000.

Big game hunting is permissible if it forms part of a systematic game cropping, which is necessary for game control, and also provides badly-needed meat for the domestic market. Moreover, wild life is one of the continent's most remarkable features. As Mr. T. S. Tewa, the Tanganyikan Minister of Lands and Surveys, told the conference, it is Africa's prime cultural heritage comparable with the cathedrals and art galleries of Europe.

The cause of the conversion of Africans to this idea should receive stimulus from the manifesto issued by Mr. Julius Nyerere, Premier of Tanganyika, pledging his Government to accept the trusteeship of his country's wild life and to ensure conservation. It was reported that this announcement was warmly welcomed by other African delegates at the conference. There was no representative of the Government of Kenya, one of the territories vitally concerned in the preservation of wild life. This was strongly regretted by Colonel M. Cowie, the director of the National Parks of Kenya. He stated that the animal population of Kenya had suffered particularly badly from drought and the attentions of poachers, and present funds in the national parks were inadequate.

The conference met under the chairmanship of Chief A. S. Fundikira, Minister of Legal Affairs in Tanganyika, and was attended by more than 150 scientists and administrators, including, from Britain, Sir Julian Huxley and Dr. Fraser Darling. There were delegates from twenty African governments, fourteen of them independent, five European states and the United States. At the end of the conference a charter was adopted which recommended game cropping policies to governments and called for an organised programme of overseas aid for conservation of resources.



Impala are found in many of the East African national parks as well as in South Africa

A crocodile by the Victoria Nile near Murchison Falls, Uganda

A hyena moves suspiciously away from the intruding camera

BRIAN VESEY-FITZGERALD

RESURRECTING MARY ROBERTS

Some twenty years ago my friend, the late Esther Meynell, lent me a book called *Annals of My Village* by Mary Roberts: and then demanded its return before I had had time to read it. The incident has niggled at me all these years because Esther Meynell, no mean judge of a writer's quality, thought very highly of Mary Roberts and I, though I have had booksellers searching for me, had never come across another copy. Until the other day; and then I found one in the shilling tray outside a bookshop in Brighton. It used to be the threepenny tray: how the cost of living rises!

Now I have read the book: and now I know why Esther Meynell was so anxious to get her copy back. It is the sort of book that might easily get "mislaid." *Annals of My Village* was published by J. Hatchard and Son at 187, Piccadilly in 1831. It was never, so far as I know, reprinted. Perhaps it suffered in competition with the much better known *Our Village* by Mary Mitford, a book which has since become a classic of its type, and the first volume of which was published seven years earlier and four volumes of which were in print when Mary Roberts' book first came into the shops.

If this was so, it was quite undeserved; for the two books are not alike in any way. Mary Mitford was particularly interested in people: her book is full of village characters and stories about them. Mary Roberts, apparently, though I do not think that this could have been so actually, had little interest in people: her interest lay in the countryside, in the work of the fields, in cottages, in wild life. She writes at length of farm crops, of farm animals, and of the garden, and she does so from what is, evidently, practical experience. She is expert on wildflowers and trees, and only a little less knowledgeable on the small birds and small mammals of the hedgerows and fields. Extraordinarily for her time she is interested in insects and particularly in bees, with a special fondness for humble bees. All is written from her own personal observation. She was a good all-round naturalist, intrigued by everything she saw. She has much more in common with Gilbert White than with Mary Russell Mitford, though she must have been vastly different from both.

I know nothing of Mary Roberts personally, beyond the few hints one can pick up from her book. I feel pretty sure that she was the daughter of a farmer and I think that her father may at one time have been a cattle-dealer in a biggish way; but there is a hint that her ancestors were Wiltshire squires. She lived in Gloucestershire, somewhere in the neighbourhood of Painswick. But I do not know in which village. She describes its thus:

> Our own most beautiful village rises in one of the most fertile of the valleys; and in that, as in the others, we have the rich meadows, clear trout stream, and wooden bridge, high aspiring elms, crowding cottages, and green flowery lanes, with a view of distant hamlets, towns and spires, half-concealed among the trees.

That description would fit any one of a dozen villages in the neighbourhood.

Mary Roberts' book is charming and well and most pleasantly written. But its value is historical. It gives us an eye-witness record of simple rural life in the early years of the nineteenth century, without bias. This is no political tract. I have no doubt that Mary Roberts held strong views on this and that, for she was obviously a woman of character and certainly not young at the time she put pen to paper, but never once do they obtrude: she is content to record simply what she sees. Her book is all the more valuable because it is not coloured. She was not writing for money—as was Mary Mitford to make good the family fortunes—for it is evident that she was not in any need. She was not writing for effect: her book has none of the arts and stratagems of the practised writer. She writes, as did Gilbert White, because she has a deep interest in everything around her and is anxious for others to share that interest.

We get pleasant little side-lights on rural history. She tells us how wheat-corn first came to the neighbourhood in which she lived and adds that less than a century before her times it was unknown in the parish:

> One of those old chroniclers, who carry back our thoughts to a very different generation, a scion of the true old yeomen, who has now generally disappeared from the British farm-house, told me that in her youth a clergyman of the name of Wilshire, having brought with him a man-servant, whom he greatly valued, when he took possession of the living; was induced by the solicitations of this servant, who complained of eating barley-bread, to lay down part of the glebe to wheat-corn. Thus was wheaten bread first introduced to the parish; before that time it had been seen and heard of only as a rarity.

She gives us the names of the cider-apples which were then in vogue, almost all of which have long since disappeared.

> Though not professedly a cider neighbourhood, we have a great deal of orcharding round the village, and the apples are generally good and plentiful. Several of the cottages have small orchards attached to them, and the gathering in of the crop summons the weaver from the loom, and the family from the labours of the manufactory. The father mounts the tree, and carefully gathers the choicest fruit into his blue apron; meanwhile his wife and elder children shake the outer branches with long poles, while the younger joyfully collect the fallen apples into heaps. We have the longney-russet, and winter-pippins, the harvey-russet, woodcock, spice-apples, golden-pippins, and winter-quinnings, with various other kinds of kernel fruit. The first two are much used in the vale of Gloucester, with the hagley-crab, in making stout-bodied, rough, masculine cider.

Though Mary Roberts is inclined every now and again to lament "the good old days"—each generation, of course, looks back to a golden age—what we get from her book is a picture of a peaceful, industrious, and pretty prosperous society. Consider this description of a cottage in which she was forced to take refuge during a thunderstorm:

> It was pleasantly situated in a shady lane, and afforded a striking instance of how much may be accomplished by industry and good conduct. The owner was a day labourer. I cannot exactly say what his earnings were, but the income of the family could not exceed 12s. a week. On this, with sobriety and economy, they contrived to live comfortably, for the father never spent his evenings in the ale-house, and his wife was an industrious and active woman; hence the children looked happy, cheerful and well-fed. The cottage was white-washed, and a sweet-briar and honeysuckle twined round the door; the inside displayed a neat set of china, the housewife's pride, in a corner-cupboard; a high-back leather chair for the gude-man; and the old family Bible on a bright-rubbed oaken stand; the furniture, though coarse, was clean, and various little ornaments upon the walls afforded pleasing indications that the sole attention of the family was not anxiously devoted to obtaining their daily bread. There was also a pig in the stye and a well-filled rabbit-box under the shed. Happy the English peasant who is thus enabled to stock his little plot of ground!

That man will not have had the "essential" modern conveniences of electricity and water. He probably used a rush-light. (But he will have obtained his fuel free.) The standard of living has risen. We live in the age of "never had it so good," we are told. I think if you read Mary Roberts you will begin to wonder about that.

The charm of an English village—an old plaster-fronted cottage in the village of Clare, in Suffolk

TRAVEL

ADVENTURE IN PAKISTAN

By **GORDON COOPER**

After a tour of India earlier this year I flew from Bombay to Karachi in Western Pakistan. This is a combination which might appeal to many travellers, for Pakistan has much to offer, especially for those who like to enjoy fascinating and even adventurous contrasts. The people offer the visiting Briton a hospitality which is second to none. Although distances are considerable between the main centres, especially those that lie in the north, the excellent Pakistan International Airlines whisk you between breakfast in Karachi to lunch in Peshawar (North-West Frontier), with calls *en route* at Lahore and Rawalpindi—all places that will recall memories for those who served in India with the Army. Incidentally, the Eastern Zone of Pakistan, 1,100-miles distant, can be reached in a few hours by PIA's daily services, but this fraternally-linked region is much smaller in area and does not contain as much of interest to the tourist as in the western sector; nor did I visit it.

Karachi, the largest city in the country and a crossroads for air and sea services, has not much to offer the sightseeing tourist. I stayed most comfortably at the modern Beach Hotel, and visited the mausoleum of Quaid-i-Azam Ali Jinnah, the founder of Pakistan. But it is the vibrant life of the city which is the main attraction. An interesting excursion—sixty miles distant—is to Thatta, which history has touched and passed by, leaving a silent city of a million graves. There are spectacular examples of stone carving and decorations dating from the Mogul and pre-Mogul period.

The Makli Hill monuments, Thatta, 60 miles from Karachi. A million graves cover an area of six square miles

In less than three hours, by Viscount, I came to Lahore. The chief hotel is Faletti's, very reminiscent of our Victorian imperial era, where the huge bedrooms, with twin bathrooms and sitting-room, resemble small flats. In this cultural and academic centre of Pakistan the outstanding treasure is the exquisite Shalimar Gardens, a masterpiece of the great Mogul Emperor, Shah Jahan, who was also responsible for the Taj Mahal. Here, on occasion, 300 fountains play. In the grounds there are many fine mango trees and green parrots. Lahore Fort is another important sight, while nearby is the Badshahi Mosque, with its white marble domes, reputed to be the largest in the world.

From Lahore I flew on to Peshawar (Dean's Hotel), arriving in time for the opening of the great Warsak Power and Irrigation Project, a joint undertaking by Pakistan and Canada under the Colombo Plan; it is the first biggest project of its kind in the country. On its construction many of the fierce tribesmen found peaceful employment.

The Badshahi Mosque, Lahore

It requires a special pass to visit the Khyber Pass, but as I had not the time to obtain it I went instead to the impressive Kohat Pass where there is a frontier fort, still manned by soldiers. In this tribal area the tribesmen carry their rifles as a Londoner wields an umbrella. At the summit of the pass, whence there is a wonderful panoramic view, with the blue tinted mountains of Afghanistan in the distance, I noted a memorial plaque for an English officer in the Indian Police who had been killed in action there.

On the road to the Kohat Pass I stopped in the curious Darra Arms Factory village. Here the male inhabitants spend their days, as individual workers, in making all kinds of rifles and guns; hand-worked wheels are used for boring the barrels, but as there are varying qualities of steel used in their manufacture the standard of the resultant products varies. I saw a very neat walking stick which embraced a hidden fire-arm that I contemplated buying.

For the escapist, there is also an interesting excursion to be made from Peshawar into the Swat Valley which was visited recently by the Queen. It is a panoramic wonder, served by a good road and has two comfortable hotels. In the vicinity there are some fascinating Buddhist ruins. I can imagine no better place for a rest-cure. In Peshawar the bazaar is fascinating, which includes the Storyteller's Bazaar.

Before returning to Karachi, I flew to Rawalpindi, a garrison town near which the new capital called Islamabad is to be built. Here I stayed in the excellent Flashmans Hotel. My goal in this centre was a twenty-mile trip to Taxila, world famous for its archæological wealth dating back to the fifth century B.C. On the quite extensive site, which reveals the remains of three distinct cities within 3½ miles of each other, there is an interesting Archæological Museum where a useful guide-book is obtainable. Beside the city sites, there are many detached monuments scattered all over the valley. Most are Buddhist stupas and monasteries. Elsewhere in Western Pakistan, there are archæological excavations to be seen, notably at Mohenjo-Daro.

Thirty-seven miles from Rawalpindi is Murree, the largest hill station of Pakistan. There are magnificent views and all modern comforts are available. The adventurous traveller might also like to fly to small mountain resorts in Free Kashmir. Suggested goals are Srinagar, Skardu and Gilgit. This enchanting land of rivers, lakes, meadows, forests, valleys, mountains, glaciers, game, luscious fruits and unusual native life and handicrafts is truly a Switzerland of the East. From the airfields there is motor transportation to other spots. This is a countryside which offers great appeal to the angler.

West Pakistan's climate ranges from sub-tropical in the south to temperate in the north. The best time for a visit is between the middle of November and the end of March. Access is best made by air, and both the BOAC and Pakistan International Airlines can be recommended. The journey takes about twelve hours, and when cheaper air fares are operating I feel sure that this country will come right on the tourist map. Be prepared, however, in Pakistan to be a cricket enthusiast, for it is the popular game there.

For further information, I suggest applying to either Pakistan International Airlines, 45 Piccadilly, W.1, or to the Press Attaché, Pakistan High Commissioner, 35 Lowndes Square, S.W.1.

The unique and oddly-named " Round Square," built in the seventeenth century, once contained stables, outbuildings and accommodation for staff on Gordonstoun Estate. It now houses the school's library and ancillary buildings

LIFE AT GORDONSTOUN

Photographs by John Pratt

During the summer vacation, there was a great deal of speculation whether the Prince of Wales would in the near future leave Cheam School to go to a public school to complete his education. During this time, the names most frequently mentioned were Eton and Gordonstoun. Over the last year the Queen has made a number of private visits to public schools. Recently she visited Gordonstoun alone and was shown round the school. Before that, she, the Duke of Edinburgh and Prince Charles had lunch with Captain I. M. Tennant, chairman of the school's Board of Governors. The school's most famous old boy, the Duke of Edinburgh, has often spoken with favour of Gordonstoun's methods of encouraging responsibility and initiative. But up to the time when the Prince of Wales went back to Cheam last week, there had been no announcement. He will be thirteen in November.

The headmaster, Mr. F. R. G. Chew

Situated near Elgin, in Morayshire, Gordonstoun is housed in an historic mansion, with its " Round Square " built by Sir Robert Gordon near the end of the seventeenth century. The school was founded in 1935 by Kurt Hahn, Headmaster of Salem, in Germany. For the boys at the school, about 400, with a further 100 in the preparatory department, the curriculum emphasizes the need for responsibility and initiative. Outdoor activities rank very high in importance. Of these the chief is seamanship. A minimum of twenty hours a year is spent in and with the boats in Hopeman Harbour. The school takes fifteen boys annually for a special nautical course of the Merchant Navy. As part of the belief a school should serve the community it exists in, Gordonstoun runs a Coastguard Unit, a Fire Service, a Mountain Rescue Unit and a surf-life-saving unit.

Left: Boys engaged in practical work in the Nautical Course

(*Further pictures on following pages*)

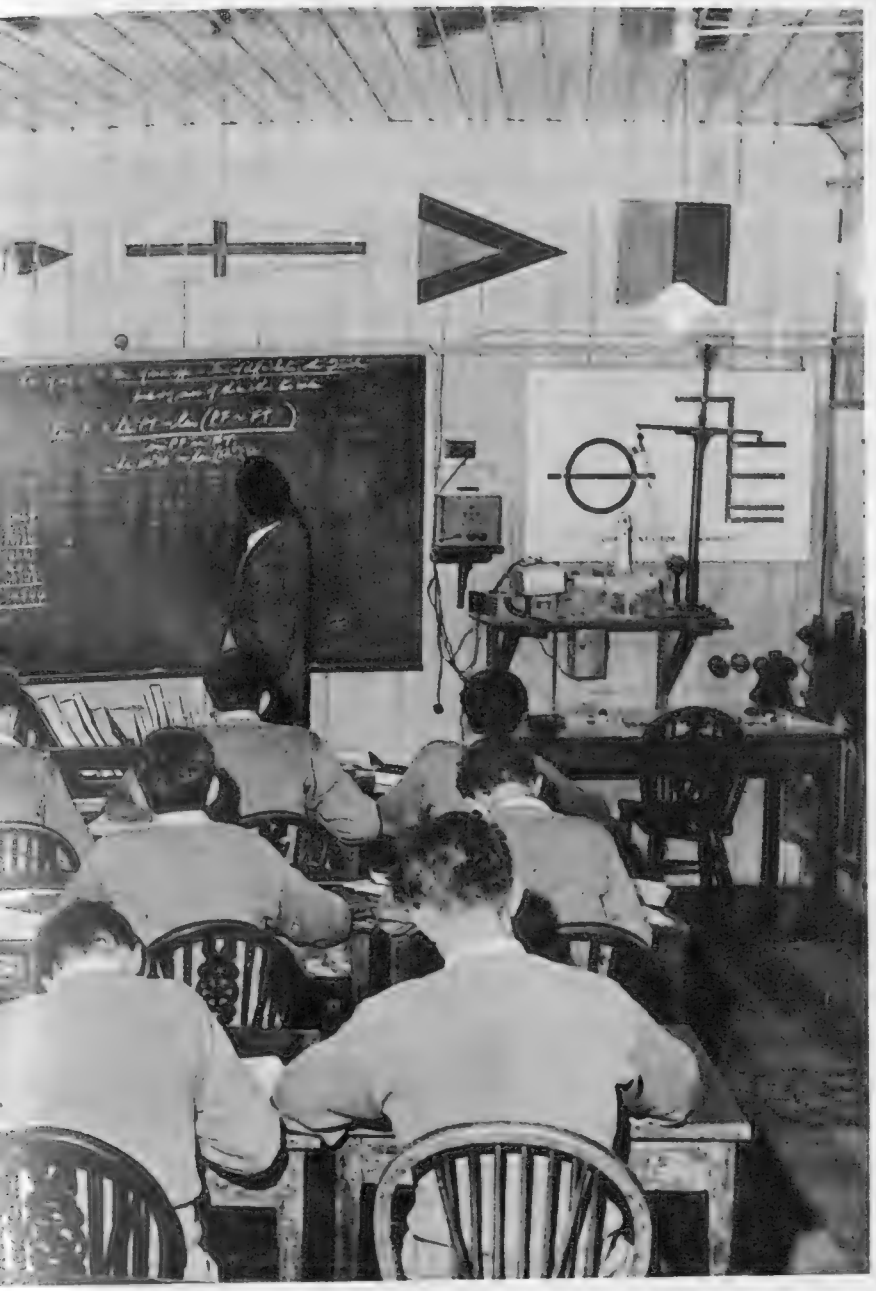
Mr. G. Burchardt, the Director of Studies, classifies books in the library, assisted by senior boys

Hard at work in a nautical class in the Navigation Ro

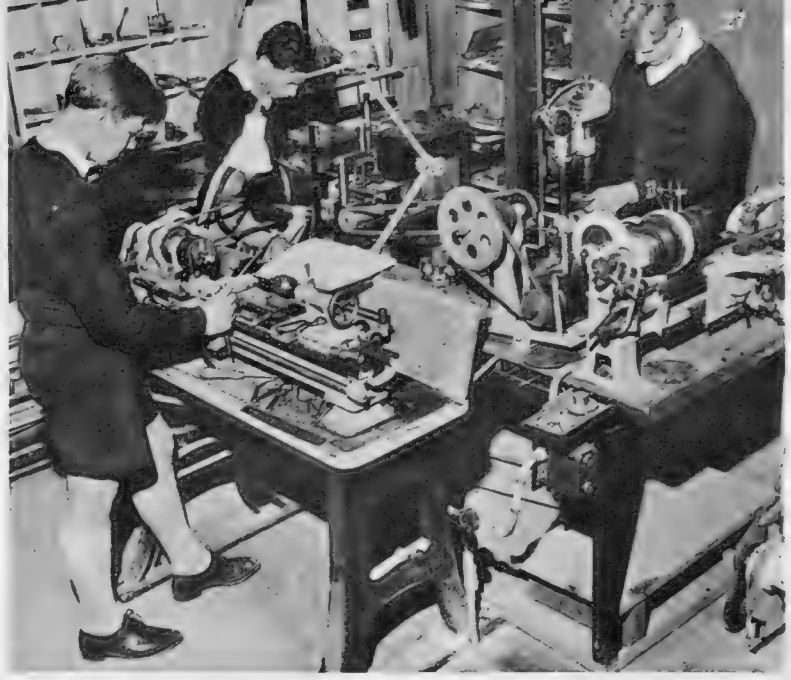
LIFE AT GORDONSTOUN

Led by the drum-major, the School Pipe Band practises on the lawns in front of the school

The Warden, Mr. H. L. Brereton, is one of the Governors. He has been with the school ever since the second year of its existence. **Below:** A study in one of the new Houses



...l takes a number of boys for a special nautical course for the Merchant Navy



The engineering shop in the Pocock Workshops

The Mountain Rescue Unit practises on the cliffs

Training in canoemanship in the nearby Hopeman Harbour

Another part of the Pocock Workshops is the Pottery

BOOKS

THE AUTUMN RUSH

The large variety of books reviewed this week includes Emlyn Williams' autobiography and many new novels

The wonderful, formidable autumn flow of books is upon us and, starting with the autobiographies, there is GEORGE (Hamish Hamilton. 25s.), by Mr. Emlyn Williams, whose first name that is. Mr. Williams is an actor, a playwright and a wit. This book tells the story of his boyhood journey towards the twin peaks of his ambition and, tacitly, explains why he reached them so early. What it omits, charmingly, is the source of his heaven-sent humour, his delicacy of perception, the affection with which he has drawn his family portraits or the candour of his self-analysis.

GIFTS OF PASSAGE (Gollancz. 21s.) is an informal autobiography by Santha Rama Rau, who has told her life story through a series of stories. The author was born in India and has travelled perpetually with her father, a diplomat, and later with her American husband. As always, Santha Rama Rau writes with the most engaging good humour, and acute intelligence. She leaves an abiding impression of being a very likeable woman.

The poetry and good sense of a collection of essays such as Mr. Richard Church's CALM OCTOBER (Heinemann. 18s.) is a delight, and all the more so for the subjects he has chosen. For whether this poet-novelist is discussing the blessing of silence, the magic of rowing on a mountain lake, or the correct way of honing a scythe, his words are marvellously evocative and his writing enchanting.

Mr. Kenneth Allsop gives us a serious study of Chicago's prohibition era, entitled THE BOOTLEGGERS (Hutchinson. 30s.), and dealing with such un-fragrant characters as Al Capone and "Bugs" Moran, among others.

CAVALCADE OF THE 1920s AND 1930s (Bodley Head. 60s.) is a vast and entertaining album (good for a plushy Christmas present) which touches only lightly on gangsters and instead rambles delightfully through sheaves of contemporary photographs, short stories and anecdotes. Mr. Cleveland Amory and Mr. Frederic Bradles have edited it from the rich files of the old *Vanity Fair*.

LIVING FREE (Collins. 25s.) is a further story of the lioness Elsa, this time accompanied by her cubs, and has, of course, been written by Mrs. Joy Adamson. It is a "must," in which the text is nearly as good as the superb photographs and the devotion which made both possible.

The first three novels of the week may not be the most significant but they are without doubt the most amusing. JUST FOR THE RECORD (Michael Joseph. 12s. 6d.) is Mr. Stanley Price's exploration of the New Man of British Culture, who writes the "working class" drama, composes the music, writes the lyrics, and buys shares in the show. Very, very funny. IT WASN'T ME (Jonathan Cape. 15s.), by Mr. Ian Jefferies, is also funny, with an additional cutting edge of wit. The hero is a nuclear physicist who holds strong views on the purity of science and the venality of governments. The author skilfully uses an esoteric line of scientific double talk which proves to me, at any rate, that he can write better than most. And as for DOWN THE HATCH (Michael Joseph. 13s. 6d.), this is a hilarious piece of work about present-day submarines in the Royal Navy and those intrepid submariners whose lives include the hazard of being regularly asked, by friends, whether they don't suffer from claustrophobia. John Winton, who conveys his practical knowledge of submarines so agreeably, is, I believe, the pen-name of a serving officer.

REHEARSING "OTHELLO" at the Royal Shakespeare Theatre, Stratford-upon-Avon—deep in discussion are Sir John Gielgud, playing Othello; Franco Zeffirelli, the producer; Ian Bannen and Dame Peggy Ashcroft. *Othello* opens at Stratford-upon-Avon on October 10

THE FOX IN THE ATTIC (Chatto and Windus. 18s.) is the first volume in a long new work which Mr. Richard Hughes is projecting on his own times, and it has some of the magic of which made his *High Wind in Jamaica* a minor classic. The scene is England and Germany and the writing is masterly.

THE JUDAS TREE (Gollancz. 18s.) is Dr. A. J. Cronin's most powerful novel for some years: the story of a man who, ostensibly, has ordered his life in circumstances of ease, dignity and contentment. The truth of his earlier existence, so much more passionate, so much less mannerly, forms the heart of the book and gives it its dramatic content.

"The secret of good government," said one Lao Tzu, "is to leave men alone." An unexceptionable dictum and one in complete contradiction to the theme of Mr. Nicholas Monsarrat's novel, THE WHITE RAJAH (Cassell. 18s.), which deals with bloodstained revolution in the Far East, and the mental and physical courage of an Englishman called in to help in every unorthodox way. Exciting, in the original Monsarrat manner.

Because, thank goodness, cheerfulness must always be breaking in, I mention Mr. Dane

COMMUNISM AT WORK

A knowledgeable survey by Sir Percival Griffiths

Sir Percival Griffiths, in assessing THE CHANGING FACE OF COMMUNISM (Bodley Head. 21s.), speaks and writes with the authority stemming from many visits to the Asian countries where Russia and China are most anxious to propagate their gospel. A retired Civil Servant, he is obviously determined, as far as possible, to be strictly factual in reporting his experiences and describing the operations of Communism. The reader may be disposed to say after only a few pages this is a fair-minded and knowledgeable man; let us see what conclusions he reaches. In a sentence Sir Percival sums it all up by saying: "The workers may have had nothing to lose but their chains, but they have not lost them." He sees in modern Russia a deliberate encouragement of economic inequality and the establishment of a new oligarchy, with Lenin, Stalin, and Khrushchev each in turn giving Marxism a new, practical twist. Sir Percival claims neither profundity nor originality for his book, but his shrewd common sense makes this a most convincing guide.

One might be forgiven for expecting that a book about trams would be made of stern stuff for the dedicated enthusiast, with no light-hearted excursions from the well-laid track. Not so with Charles Klapper's THE GOLDEN AGE OF TRAMWAYS (Routledge and Kegan Paul. 40s.). This is a delightful, nostalgic book written in racy style. While the author deplores the fact that since 1957 there has been no tramway system in England south of Sheffield, he is, none the less, ready to recognise the "palpable faults" of the tramcar. Only Blackpool, of all our towns, says Mr. Klapper, seems to have no intention of "throwing up the sponge," and is even now experimenting with new and exciting types for its inter-urban line to Fleetwood.

Providing we are all willing to accept the view that "there is scarcely a belief, opinion or piece of wisdom which Scotsmen have held, uttered, fought, or died for, which other Scots have not flatly and Scottishly denied," Moray McLaren expresses himself as reasonably happy in presenting his symposium, THE WISDOM OF THE SCOTS (Michael Joseph. 30s.). This is a wonderful *pot pourri* of Scottish utterances over 800 years. From his apologia at the start to his last pithy comment, Mr. McLaren has clearly enjoyed himself to the full. Surely this is destined to be No. 1 bedside book north of the border.

Sir James Bisset, former Commodore of the Cunard White Star Line, and wartime Captain both of the *Queen Mary* and *Queen Elizabeth*, completes his trilogy of reminiscences with COMMODORE (Angus and Robertson. 30s.). This part of Sir James's story centres particularly on the Second World War, when the author made sixty-five voyages in the big ships, carrying in all half a million troops to and from the war zones across the Atlantic and Pacific.

We probably all know of flagrant examples of inefficiency in industrial and commercial life; there are too many of them, and from the tea-break in England to the mañana outlook of Spain is really not a very far cry. Dr. Nevil Tronchin-James has made a close study of the problems which plague British industry, wasted skill, discontent, and inertia among them. In MASTER OF OTHERS (Cassell. 21s.) he asks us to examine the present situation, to look into methods of organisation and administration, and to discover the best answers. Many readers will feel that this is the right book at the right time.

Here are two photographic albums of enormous interest to students of natural history. LIVING AMPHIBIANS OF THE WORLD (Hamish Hamilton. 63s.) is the work of Doris M. Cochran, of the Smithsonian Institution. The 222 illustrations accompanying the text include 77 in full colour, covering many and varied aspects of the life cycle. Equally elaborate in presentation is Paul Jaeger's THE WONDERFUL LIFE OF FLOWERS (Harrap. 63s.). The 79 colour plates reveal how lavishly colour is bestowed by nature.

Richard Edmonds

Chandos's latest chronicle of the doings of ABBIE AND ARTHUR (Michael Joseph. 15s.), a sequel after many years to the doings of that adorable and intolerable lady and her benign husband. Recommended to specialists in that *très-snob-presque-cad* world which was at least as rewarding as the kitchen-sink one.

RABBIT, RUN (André Deutsch. 16s.) is by Mr. John Updike, a young American writer who is capable in his fiction of amusing, horrifying and diverting a special audience of readers. Clever as paint but not quite as fresh.

Mr. James Aldridge has based his new novel, THE LAST EXILE (Hamish Hamilton. 30s.), on the circumstances of the Suez crisis and has made his hero in this long, perhaps over-long novel, an English officer whose allegiance has been forcibly shifted from his own command to Nasser's. Excellent in its scenes of action and atmospheric, informed writing, but whatever happened to that valuable sense of the novelist—the need for excision?

THE GLASS BARRIER (Eyre and Spottiswoode. 18s.) is by Joy Packer and is motivated by the tragic political conception of *apartheid* as practised in South Africa. Warmly human and only sentimental to a permissible degree.

Mrs. Frances Parkinson Keyes (pronounced, inscrutably, to rhyme with " byes ") has, for the first time, taken a real person's career as the foundation of her new historical novel, THE CHESS PLAYERS (Eyre and Spottiswoode. 21s.). He was a New Orleans chess player, a prodigy, and his story embraces the American Civil War as well as his own international triumphs. Moments of pathos, moments of violence, and, above all, a compulsive readability.

The thrillers of the week are two absolutely first-rate ones by established masters. THE WORM OF DEATH (Crime Club. 12s. 6d.), by Nicholas Blake, set in Thames-side Greenwich, and SOME MUST WATCH (Gollancz. 13s. 6d.) by Mr. Stephen Ransome; American, equally subtle and equally rewarding. Full marks and five stars to each.

Vernon Fane

CATHERINE THE INCREDIBLE

The innumerable biographies and histories of Catherine the Great and her times have always outstripped the imagination of a Dumas. Their consistency in the incredible, in the present century, is in part due to acceptance of Waliszewski as an overriding authority. In his CATHERINE THE GREAT (Hodder and Stoughton. 25s.), Ian Grey, using his knowledge of the language and Russian history, has gone back to less-known Russian sources and still outstrips the wildest flights of Dumas in his well-documented biography. The obscure Sophia of Anhalt was born tough. That she survived the horrors of existence from the age of fifteen under the Empress Elizabeth, tied to a subnormal brute, spied on and denied access to the children somehow born to her, is proof enough that she was a prodigy.

Her long life as Empress and autocrat was no less gruelling. Her reign was an Arabian nightmare, with many a *dull*, but never a secure, moment. Whether or no she was responsible for the deaths of two Tsars, they brought her no peace; from her own nymphomania or from the jealousies of her favourites and supporters. None but Potemkin gave her lasting service and satisfaction. Her eternal fame rests on the undoubted fact that she was the greatest self-propagandist the world has ever known. Like Frederick II, she believed that society could be improved by the paternal direction of an enlightened autocrat.

All her pomps and conquests left to Russia little that lasted save only dragon's teeth. She was Catherine the Great in her own natural right and opinion, backed up by a few who saw advantage in her policies. Ian Grey succeeds in making the incredible more credible.

John Gore

Pablo Casals and Rudolf Serkin play at a concert in the ancient Roman amphitheatre at Cæsarea, in Israel

MUSIC IN A ROMAN AMPHITHEATRE

The final concert of the recent Israel Music Festival was held in the Roman amphitheatre at Cæsarea, on the Mediterranean coast. The partially-restored building was last used many centuries ago. So successful was the experiment that it is hoped that future music festivals will be centred on the theatre. Among those taking part in the concert were the Budapest Quartet and the most distinguished of living 'cellists, Pablo Casals.

Left: Casals prepares to play. **Below:** The audience assembles in the amphitheatre which has been partly restored

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

J. W. Isaac

Mr. J. W. Isaac, the managing director of Garrard and Co. Ltd., the Crown Jewellers, and Mappin & Webb, has been in the jewellery industry all his working life. Now aged sixty, he joined the Goldsmiths and Silversmiths Company on leaving Mill Hill School in 1919. Shortly afterwards he was sent with a small team to the Far East to help to expand the company's export business. His initial two years of travelling included visits to monarchs and national leaders and began a long association with heads of state throughout the world. Maces, orders and badges of rank designed by Garrard have gone to many countries. Mr. Isaac became managing director of Garrard in 1936. In 1952 the company joined forces with the Goldsmiths and Silversmiths Company and in 1959 merged with its old competitor, Mappin & Webb. A staunch upholder of British craftsmanship, Mr. Isaac has been president and chairman of many associations inside and outside the jewellery industry. His belief in progress in the production of modern jewellery and silver is marked by his encouragement of the radical " Princess " cut diamond, making its debut this month. Mr. Isaac lives in London but enjoys going to spend most week-ends in a cottage in Sussex. He is married with three children, two girls and a boy. All his life his recreations have been golf and motor cruising on the rivers and inland waterways of southern England

THE MANAGERIAL COMPUTER

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Imagine, for the moment, that you are a senior executive in British industry—in a sizeable engineering company let us say—turning out certain kinds of industrial equipment in a diversity of sizes and designs. You are considering an enquiry that could turn into an order for a fair number of your company's products of a particular type. This is not a mass production operation: you like to produce in "batches" of a given design and size as large as you can, but the demand varies, and for the larger and more complex sizes it often means no more than "one off," custom-built to a particular set of requirements. At the moment your main production departments are fairly well loaded. But some orders are coming to an end, and there are gaps in your production schedule over the next eighteen months to two years, though you have some orders with delivery dates well into the future which do not need to be started for a year or so.

You have, therefore, "room" on your schedules for this order. But there are certain key machines that are already loaded to capacity with work on which some of this order's requirements will put extra pressure. There are questions of which particular sections might most economically be manufactured in particular departments. There are, even, other orders in the air of which one at least might be more important, could hardly be accommodated as well without a lot of sub-contracting, but might not come off either. If you commit yourself to a low bid for this one, and the other one comes off .... And there are some uncertainties about the capacity of your suppliers to increase output of one key material .... What do you do about this question, and what will you do about the next and the next as they keep on coming?

One of the things that you as manager will almost certainly do, sometime or other when you are discussing this recurring set of never quite identical problems with the other people, is to remark, "Well, I suppose in a few years they 'll have machines that 'll take all this off our shoulders. Just put in all your problems and out will come the answers on punched tape." Then somebody tells a joke about one of the silly things a computer can do. Then you put your own tired brains back to work.

This idea of the managerial computer—"a tool for management" is the fashionable phrase—has been discussed by experts ever since the first modern "differential analysers" began to be designed in World War Two. It formed a part of the perfervid discussion of automation, its imminence and its implications, a few years ago. More recently, as more and more businesses in Britain as well as the United States have actually acquired computers, managers have been toying with the possibilities of using them on operating decisions. What can computers do in this field, practically rather than theoretically? What are the difficulties at present holding them back—apart from that major difficulty comprised in the sheer gap of ignorance still remaining between managers who do not know what they can ask of computers and computer experts who do not know what managers need?

Gradually, that gap is being closed: managers are taking "computer courses" and learning that many problems they have never considered in numerical terms are susceptible to mathematical treatment; and computer salesmen are slowly building up experience of the kind of problems that customers are constantly beset with. Quite a significant part has been played by the computer centres that have been set up by certain managers, hiring out calculating time to businesses; these have helped to familiarise both sides with the potentialities of the machines and with the range of work for them. Although the majority of the computers installed in British business today are probably doing much the same thing—payroll and P.A.Y.E., which one of the country's leading experts recently characterised as "unproductive work on behalf of the Government"—there are signs of change so far as the ideas of makers and even of customers are concerned. Payroll may still be the bread and butter justification for investing in a computer; but more and more of the companies deciding on installations are looking beyond it to more direct use on management problems.

One obvious job for the high-speed digital computer is in the design of complex engineering structures. Such structures may range from, say, a big new bridge across a river to the thin, elegantly-contoured wing of a supersonic aeroplane. They involve problems of mass, areas and directions of stress and strain, of the velocity of air past the bridge or the wing, of the strength of the materials used, of corrosion and temperature resistance, and of metal fatigue. Many of the crucial variables interact upon each other: and the complexity of the equations that need solving in order to work out the implications of any given design can be extraordinary. Until recent years, indeed, many short cut methods of calculation were used in engineering design, simply because the time consumed in working the figures out fully would have been prohibitive. Today the computer's speed makes it possible to carry such calculation right through instead of relying on approximation. "Extreme engineering," such as supersonic design, where one could hardly rely on approximation, virtually needed the computer.

There is another "family" of problems of management for which the computer is particularly suited, which can be summarised as "programming." Many questions of industrial planning depend upon the possibilities of using some of a variety of sources or items of plant to supply or process a selection of different requirements. An oil company, for example, may have a variety of sources of crude oil, each of varying suitability for the production of particular ranges of products; it has again a range of refineries in different areas and of markets which may want petroleum products in rather different proportions. Theoretically, at least, there will be some pattern of movement of crude oil to the refineries, and perhaps of cross-hauling of surpluses of different products between market areas, that will achieve the complex pattern of supply to markets that it wants with the minimum expenditure of resources.

In a similar but rather simpler way, some hundreds of power stations and gasworks in Britain have to get their coal (the particular grade that suits each best) from several hundred coalmines, along a set pattern of railways, canals, or possibly roads. The way in which any particular gasworks or power station has chosen to arrange supplies of coal up to the present might, just by chance, be the ideal one. But it would be unlikely that the way *every* one gets its coal is the ideal. Even if this fortunate pattern of luck and judgment existed, it would be useful to know that it *was* ideal—so that nobody need bother, until circumstances changed, to rack their brains trying to improve it.

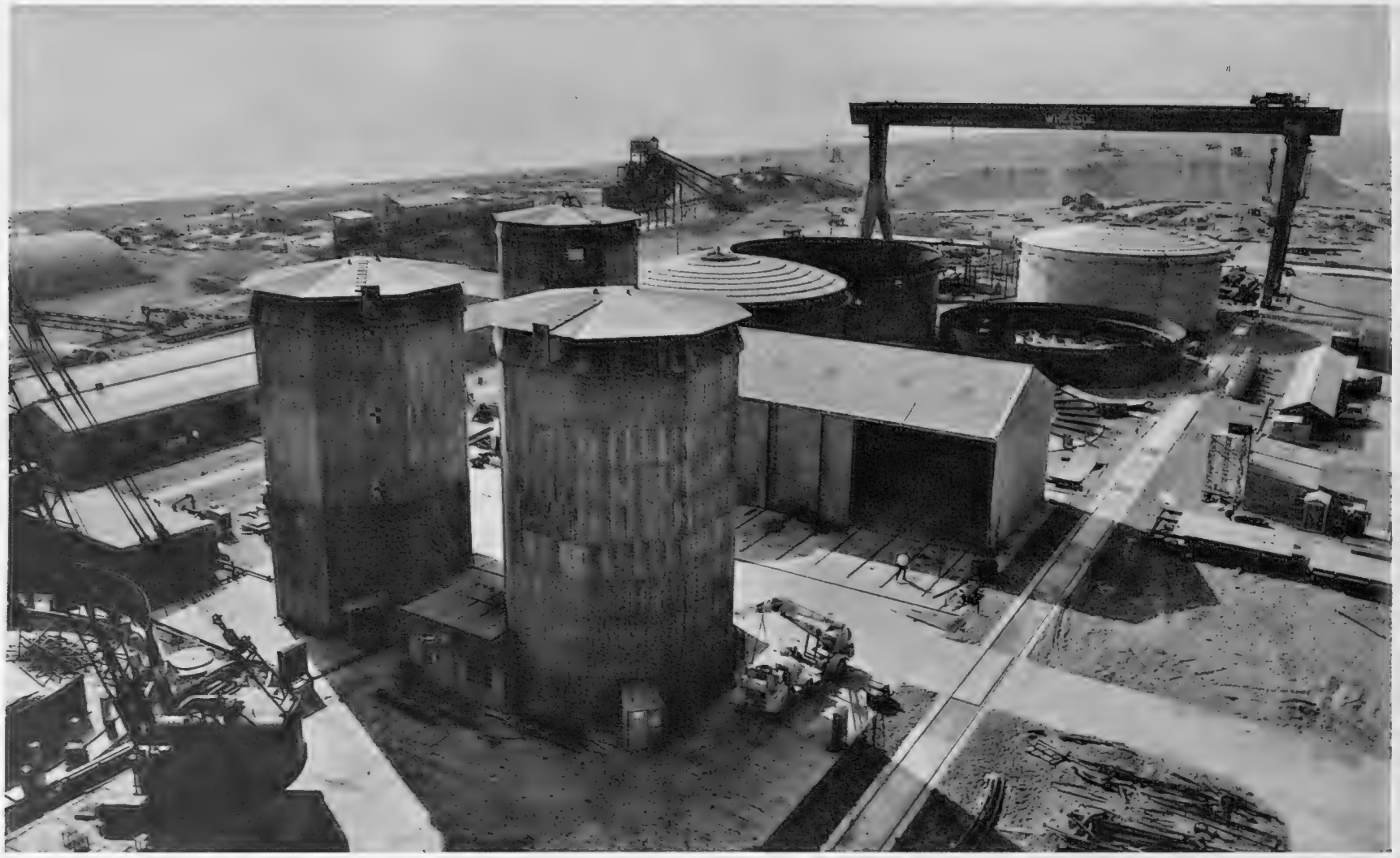
Mathematical methods of working out "optimum" solutions for such "programming" problems existed before the great electronic computers came on to the scene; but the computations involved, in any problem with a fair number of variables or alternatives, were so laborious that they would probably still have been going on by the time that the circumstances had changed. The sheer speed of the digital computer has altered that; a machine that can carry out a string of repetitive calculations according to a pre-arranged schedule at almost incredible speeds, storing information and bringing it back into play as it is wanted, taking note of particular results to alter its sequence, is a versatile mathematical tool of tremendous capacity. Quite a number of large-scale businesses and organisations are using computers to work out "ideal" patterns of operations of this type, both in transport problems of the kind described above and in "loading" problems which reckon the best use of a series of plants to turn out a range of production requirements.

Some computer experts with experience of industrial operations, however, still prefer to back the "analogue" computer for this kind of work, particularly where speed of control is required. This kind of computer, as its name implies, operates as an electronic model or analogue of the problem it is set up to simulate and to solve, not as a general-purpose calculating machine operating on any problems fed into it, as the general digital computer does. And this may have certain advantages for business.

One sets up within the analogue computer all the variables that can affect the situation under study, and then, in a sense, "lets it behave" like the real thing. You can "excite" it with unexpected fluctuations in operating conditions, introduce altering situations into it, put "constraints" on some of the variables that affect a business situation. (In a transport problem, for example, the limits of capacity of a given railway or road bridge will mean that however ideal a route may be the amount of goods you can send by it "chokes off" suddenly.)

Now unexpected variations, and limits to the extent that you can do the sensible thing, are the kinds of thing that the real manager has to deal with in the real world. Mathematical aids that can take account of such awkwardly changing circumstances, in presenting him with quantitative assessments for his judgment, have a particular attraction. They may also offer the chance of what is called "on line" programming—*i.e.* the operation of certain units of plant by electronic or electrical analogues which can accept unpredictable fluctuations as they come and adjust the many variables in the whole unit in order to take account of them.

The analogue computer is only one of the elements in Britain's computer business, and not the one on which most attention is focused. This business has considerable problems of its own, centred on the problem of regaining and holding the technical lead in the most advanced digital computers which it had immediately after the war, and on the "input" and "output" of information to and from the computer. But in the broader and continuing problem of getting computers generally used within business, the analogue computer may have a bigger part to play than it gets in general attention to this industry. Ordinary production engineers may cotton on more easily to this kind of computer than to the possibility of more complex digital calculations. After all, many of them have carried something approaching one in their breast-pocket for years, whether they know it or not; for the slide rule, in essence, is the simplest kind of analogue computer.



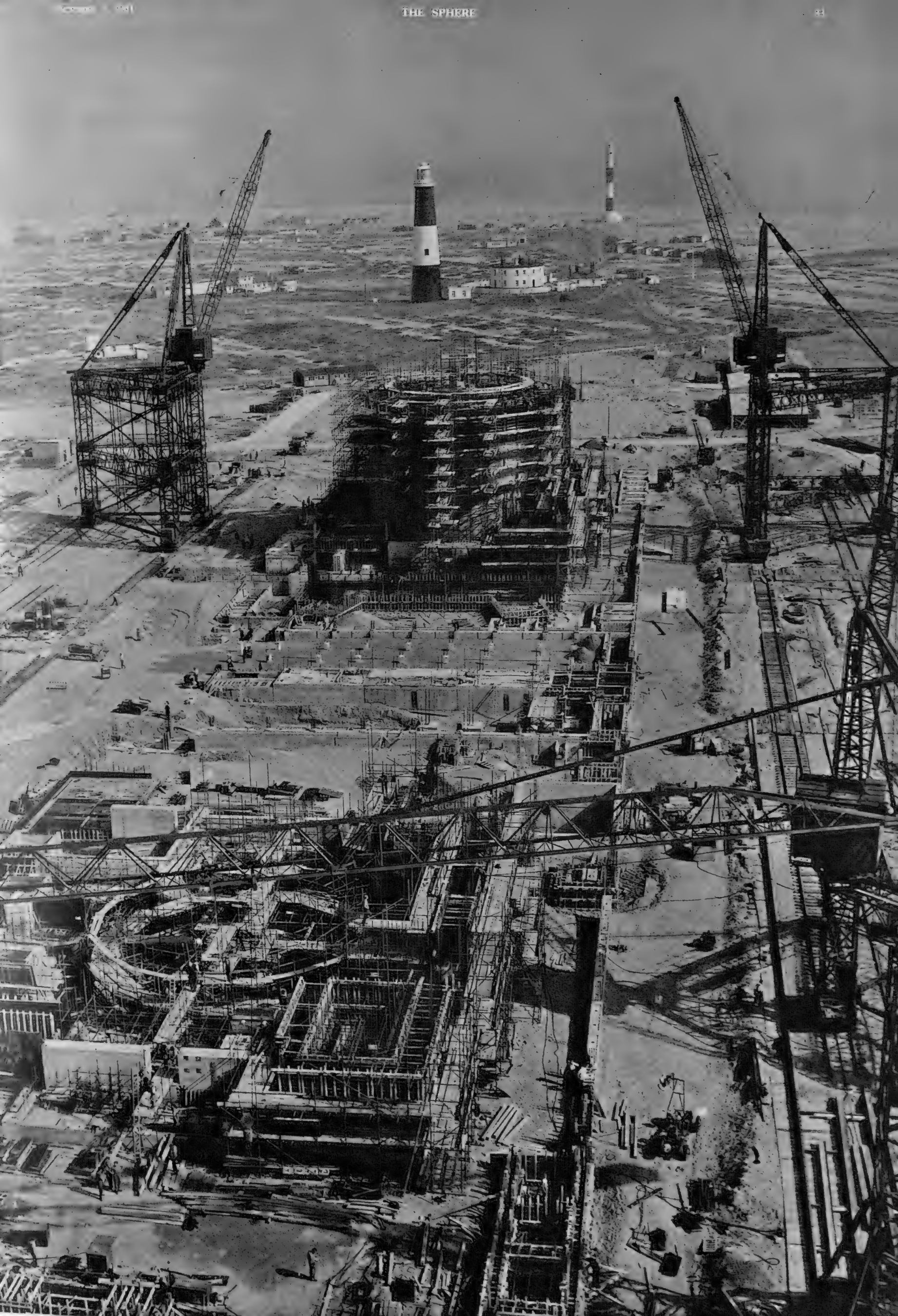
In the fabrication area of the Dungeness Nuclear Power Station, Kent, reactor boilers are made in the large structures, foreground. Behind are the housings in which the ring sections of the pressure vessels are fabricated

PEACEFUL NUCLEAR POWER

Dungeness, on the Kent coast, rated at 550 MW, is the largest of the nuclear power stations under construction for the Central Electricity Generating Board. In addition, it is technically a highly-advanced type of station. It is based on the same fundamental principles as the Atomic Energy Authority's gas-cooled, graphite-moderated reactors at Calder Hall, which has been operating successfully for four years. But it is estimated that when Dungeness comes into operation in 1964, it will halve the capital cost per kW compared to Calder Hall. Substantial advances have been made throughout the design and construction of the new nuclear power stations. One of the most important of these is that whereas the reactors at Calder Hall and Chapelcross had to be closed down for the operations of charging and discharging the fuel elements, new stations like Dungeness can carry out these operations while under load. The contractors for Dungeness are The Nuclear Power Group (A.E.I.-John Thompson Nuclear Energy Co. Ltd. and the Nuclear Power Plant Co. Ltd.)

Welders at work on the bottom dome of No. 1 reactor vessel. The average thickness of the plate is 4 ins.

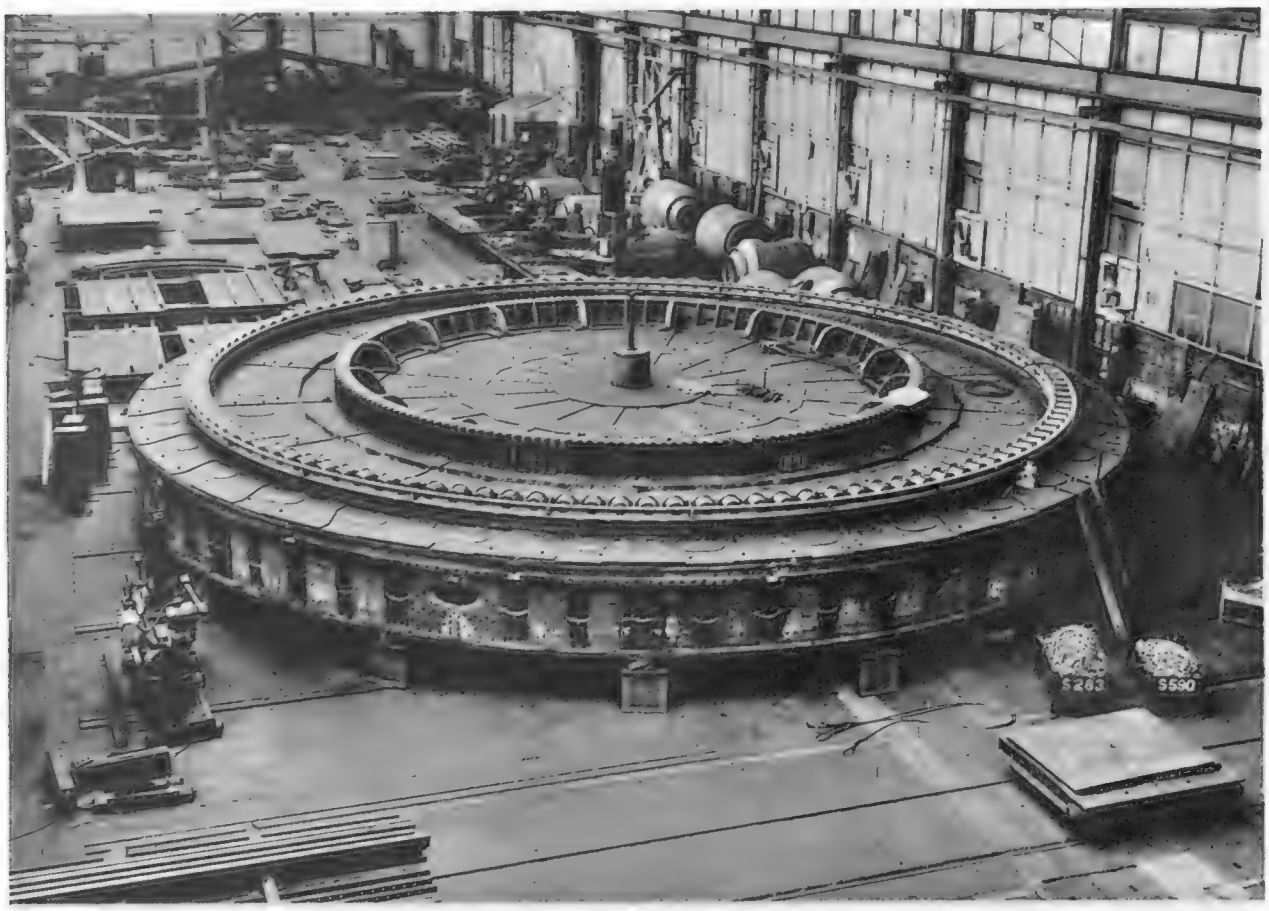
Right: The view from the top of a giant Goliath crane shows construction of No. 2 (foreground) and No. 1 reactors. In the background is the old Dungeness Lighthouse and behind it, its replacement, the technically highly-advanced new Dungeness Light



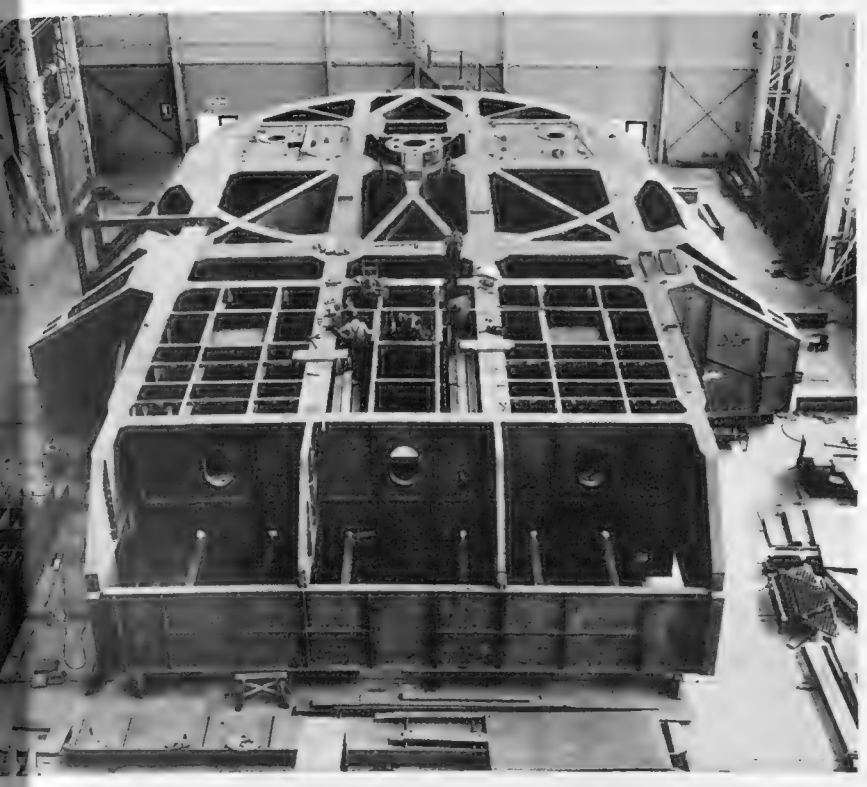
EUROPE'S BIGGEST WALKING DRAGLINE

A Rapier W1800 walking dragline, made by Ransomes and Rapier Ltd., of Ipswich, is being used by the National Coal Board in the open-cast workings at Maesgwyn Cap, Glyn Neath, South Wales. It cost just over £900,000. The operation of this 1,800-ton machine is in the hands of George Wimpey and Company Ltd., on a contract which involves the stripping of overburden to a depth of 300 ft. in order to expose and recover high quality anthracite coal. It has a bucket weighing 33 tons with a maximum load capacity of 40 cu. yds., or some 60 tons. While digging it sits on its circular base and it moves as required through the operation of a walking mechanism. On each side of the excavator there is a large rectangular walking "shoe" attached to a leg structure. The walking operation is carried out by placing the shoes on the ground and lifting the entire machine forward so that by means of the eccentric on which each leg is mounted it moves across the ground taking 7 ft. 7 in. walking strides. The dragline has eight 300-h.p. motors, four of them for hoist and four for drag. It also possesses four 225-h.p. "walk" motors and four more 225-h.p. "swing" motors.

A general view of the Rapier W1800 walking dragline in operation at Glyn Neath, in South Wales



The circular base of the Rapier W1800 under construction in the Fabrication Shop at the Waterside Works of Ransomes and Rapier Ltd., in Ipswich. It is 55 ft. in diameter



Above: The revolving superstructure of the Rapier W1800 is seen upside down in the Fabrication Shop at Ipswich

Right: The bucket has a capacity of 40 cubic yards. **Below:** There are two drivers' cabins, one on each side of the central superstructure

INDUSTRY AND THE STOCK MARKET

VITAL ELECTRONICS

By "THE SPHERE" CITY CORRESPONDENT

"Almost infinite growth prospects" was how Mr. E. E. Rosen, the chairman of Ultra Electric, recently described the outlook for Britain's electronics industry. Electronics consist basically of equipment in which radio valves or transistors are used. Main markets for electronic producers are in radio and television, ships, aircraft and missiles. There is also a growing industrial market which covers offices, stores, transport and communications. This last section holds out especially large growth prospects. Competition in the industry is increasing, while in the short run demand is overshadowed by falling sales of television sets. But two important favourable points appear. One is expansion on the radio side, especially in small transistor models. Secondly, there is the growing use of electronics in defence. Electronic equipment accounts for at least 25 per cent. of the cost of a modern military aircraft, up to 30 per cent. of a warship and as much as 50 per cent. in rockets and missiles. There should also be useful prospects for increasing exports of electronic goods, notably to Europe and North America.

For investors, investment in electronics is complicated because a large number of companies operate in the industry—only a few of which are quoted on the Stock Exchange—and because many companies interested in electronics have other interests. The single outstanding electronics equity must be reckoned Plessey, which is merging with the Automatic Telephone and Electric Co. and with Ericsson Telephones. Plessey have already indicated a higher dividend for 1961-62, to give their shares an effective return of about 5 per cent. Of every £100 of sales, roughly £30 has been going to telecommunications and electronics, £25 to radio and television, £20 to aircraft and atomic power and the remaining £25 to motors, engineering and a wide range of industries. More than 2,000 of Plessey's 18,000 employees are engaged on research, and the possible benefits from the merger, through integration on the research side, could be substantial.

Plessey apart, possible investment interest is confined to a number of relatively small firms, where an investors' best course is to spread funds across a number of companies. Three of these smaller firms are Muirhead, the Cambridge Instrument Company, and Ether Langham Thompson. Muirhead, which goes back to the 1870's, was made public only last year. Its activities fall into three roughly equal parts: one division makes complete instruments, the second produces precision components, while the third specialises in facsimile equipment.

Recent profits have moved rather irregularly, but comparisons are complicated, first, by recent heavy spending on research and, secondly, by the company's former status as a private concern.

Cambridge Instrument, which also goes back to the nineteenth century, was made public a short time ago. Cambridge produces a wide range of equipment, including temperature measuring instruments, engineering, precision electrical, and chemical and gas analysis equipment. Again, like Muirhead, profits have moved rather irregularly in recent years, partly because of the erection of new buildings and plant. Ether Langham Thompson, which was made public in 1959, has two main offshoots, with the Ether side producing temperature control and measuring equipment, while the Langham Thompson group is a highly specialised concern, many of whose products are on the secret list.

Ultra, one of the well-known names in the electronics industry, are at present in a period of transition, following the sale of the radio and television side to Thorn Electrical and a U.S. group's acquisition of a minority stake in the electronics offshoot. Ultra are noted for Sarah, for their interests in anti-submarine work and for air-sea rescue equipment. For investors concerned primarily with the long-term, Ultra could prove a rewarding share.

For investors, the basic attraction of electronics is that the industry holds out striking growth possibilities. For a successful management the rewards of producing the right equipment are probably larger, in relative terms, than in any other industry. But that means investors have to form a judgment on the technical capacity of a particular concern. This is rendered difficult by the complexity of the industry—many projects are secret for defence reasons—and by the number of small units.

Anyone who prefers to keep to larger units, as well as Plessey, could therefore consider, say, Thorn Electrical or British Electronic Industries, the merger company of Pye and E. K. Cole. British Electronics recently reported a sharp profits setback for 1960-61, with the Pye side (which probably has the larger electronics stake plus other interests outside television) holding up better than the Cole division. This group should now be poised for recovery, while over the years Pye's electronics and relay interests should buttress earnings. Apart from these large companies, investors in this country are denied the investment possibilities that are open to continental and American buyers of electronics shares. Philips Lamps, of Holland, for instance, has a large and growing interest in electronics, as have Raytheon, of the United States, which are taking over A. C. Cossor, the London electrical group. Yields on European and American electronics shares remain smaller, however, than those in this country, which may be another hopeful pointer for investors in British electronics equities.

MOTORING

AN IMPORTANT ADVANCE

Borg-Warner's new automatic transmission

By **COURTENAY EDWARDS**

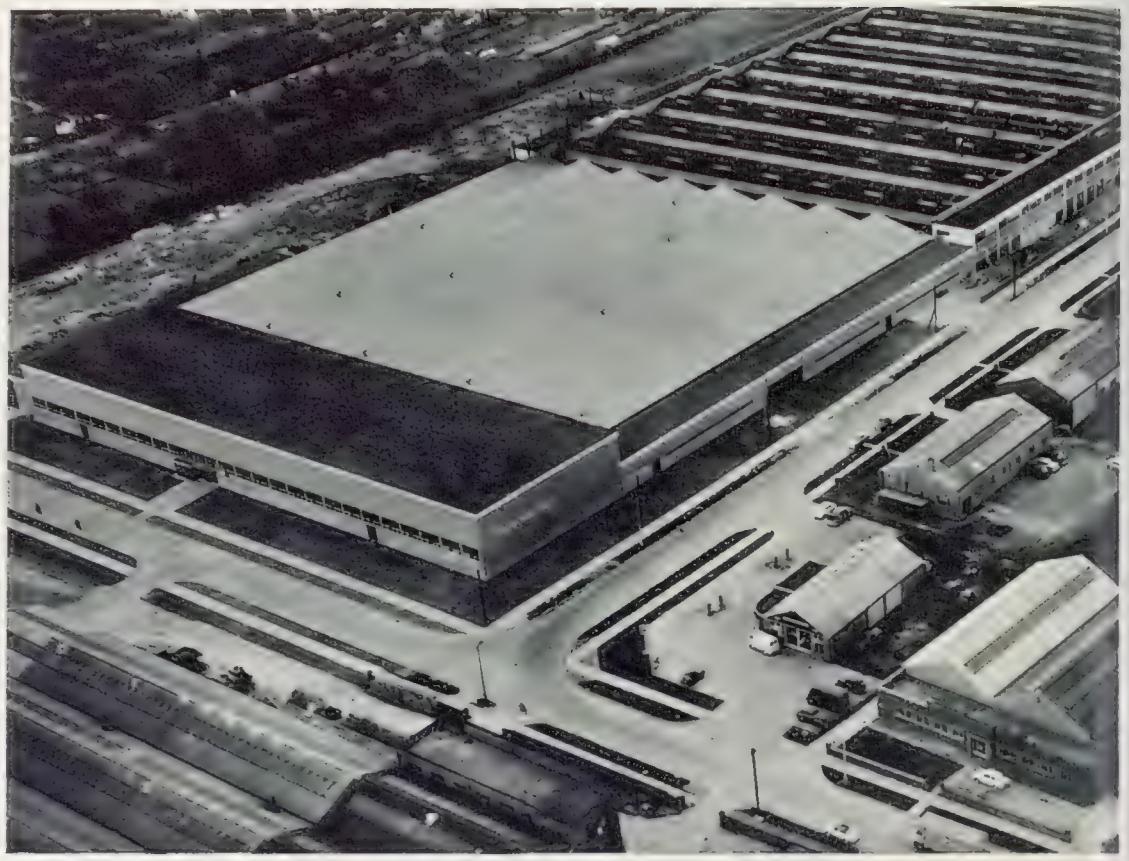
In ten years' time most medium-sized British-built family cars will be fitted with automatic transmission as standard equipment. I make this prediction after driving a 1½-litre car with the lightweight self-changing gear-box recently announced by Borg-Warner. This new three-speed box, comprising a torque-converting hydraulic coupling and epicyclic gear-trains, will be one of the most important technical features of this year's London Motor Show. We shall, at Earls Court, see a number of well-known British cars in the 1½-litre category offering the new transmission as an optional extra.

I am unable to tell you what it will cost, but my own guess is that it will be well under £100, including purchase tax. That would be less than two-thirds of the price of the older, heavier, Borg-Warner gear-boxes which have been in production for the past five years and which have become increasingly popular among buyers of cars in the 3-litre class.

Model 35, as the new gear-box is styled, is the world's first hydraulically operated automatic transmission for medium-sized cars and I understand it can be beneficially used by most cars with an engine capacity of 1,300 c.c. or more. That means it may become available on cars like the new Ford Classic and Capri.

Up to now the smallest production cars with automatic drive have been Holland's Daf, a small economy car with belt-and-pulley drive as standard and giving an infinitely variable drive ratio; and the 1½-litre Hillmans and Singers of the Rootes Group, on which Smiths' "magic powder" transmission has been available as an extra for £128, including tax. The Rootes Group version of this three-speed transmission is called the "Easidrive."

A big feature of the new Borg-Warner box is that both first and second gear can be manually selected at will—with safeguards against over-revving—to give engine braking or sustained acceleration. The torque converter works in all three gears and enables a car to run smoothly and efficiently in top gear down to about 15 m.p.h. This gives fuel economy on town work but there is a small drop in m.p.g. figures with fast cruising on motorways. The extensive use of high-grade, die-cast alloys gives the unit remarkable lightness. It weighs only 114 lb. That is 2 lb. lighter than a typical four-speed synchromesh box and only 4 lb. heavier than the average three-speed box.



The new 140,000-sq.-ft. extension to the Borg-Warner factory at Letchworth, where the new Model 35 automatic transmission is manufactured

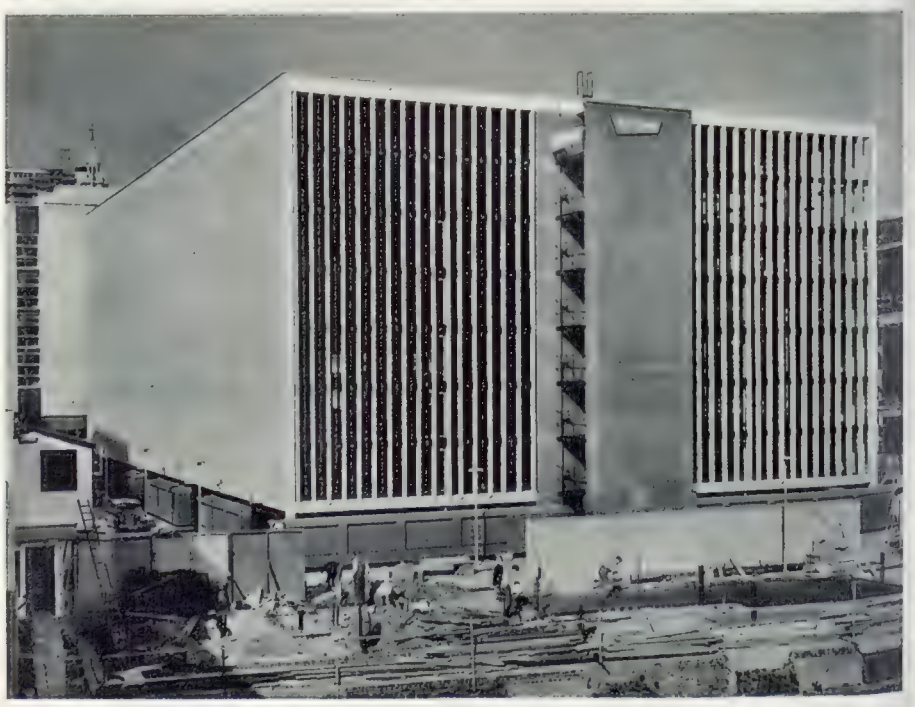
The Borg-Warner Model 35 looks like being a reliable and trouble-free unit. It is filled with hydraulic fluid at the factory "for life" and, the makers claim, it will never need servicing or adjusting. It is being built in a factory extension at Borg-Warner's Letchworth (Hertfordshire) plant which has cost £4,000,000 and gives 140,000 sq. ft. of productive floor-space. The contractors were Richard Costain (Construction) Ltd.

After an interval of 3½ years a famous name—Lagonda—comes back to British motoring. Mr. David Brown, the tractor and gear-box "king" who runs the twin Aston Martin and Lagonda organisation as a kind of hobby, announces the Lagonda Rapide, a five-seat luxury car with a 4-litre, 6-cylinder engine, a top speed of over 125 m.p.h. and a price tag of £5,251 4s. 9d., including tax.

It has four doors, dual headlamps of unequal size, a choice of automatic or synchromesh transmission, a de Dion rear axle with transverse torsion bar and lavish interior appointments; including fine English hide upholstery and electrically-controlled windows. The Rapide, which the makers claim to be the fastest car in its class in Britain today, revives a famous Lagonda model name, though earlier Rapides have been open cars. A 4½-litre version won at Le Mans in 1935.

(Continued on page 39)

The first of the City of London's multi-storey car parks—at Aldersgate



Also opened in September, the multi-storey Zidpark near Southwark Bridge, London

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MOTORING

(*Continued from page 36*)

Mr. Brown took over Lagonda in 1947 and after 1955 this marque had engines which were basically the same as those used for the Aston Martin. The last Lagonda model, before Mr. Brown temporarily suspended production of the marque to concentrate on the new Aston Martin, was the 3-litre drophead model. The Duke of Edinburgh ran one of these until very recently.

The Superleggera body of the new Lagonda was styled by Touring of Milan. Mechanically there is a close resemblance between the new Rapide and the Aston Martin DB4, though the Aston engine has been bored out to 96 mm. and uses twin Solex carburettors instead of S.U.s. Coil springs are used in conjunction with the Aston's live axle. The rear suspension of the Lagonda is by torsion bars.

The name Lagonda derives from the birthplace—Lagonda Creek, Ohio—of an American, Wilbur Gunn, who came to England at the turn of the century to become an opera singer. Instead, he started building three-wheel cars. Mr. W. O. Bentley joined the firm as chief designer in the late '30's.

The new five-seat Lagonda Rapide has a top speed of over 125 m.p.h. Price, with tax, is over £5,200

During the Frankfurt Motor Show I had a chance to try out the new 1½-litre VW 1500, which costs about £570 in Germany in its saloon form and is expected to have a price tag of nearly £1,000 in Britain. The recently denationalised Volkswagenwerke, which has sold nearly 4,000,000 of the old 1·2-litre VW models since 1945, claims a top speed of 78 m.p.h. for the new model and a normal petrol mileage of 33·5 to the gallon.

In Frankfurt I sensed a slight feeling of disappointment among some of the German motorists I questioned over the new car being so much like the old model. It is, in effect, an improved version of the very reliable and robust " People's Car " which has been selling so successfully in world markets for sixteen years with little change in either appearance or mechanical specification.

Dr. Heinrich Nordhoff, boss of the VW empire, was, of course, faced with a tremendous problem in deciding what to do about replacing a car which, next to the Model T Ford, has been the world's most successful family runabout. The VW, which was designed by Ferdinand Porsche, has owed so much of its success to the firm's single-model policy and the mystique which has surrounded the car, that there has been considerable speculation about the organisation's future programme. When one stops to think about it, it is not really surprising that Dr. Nordhoff decided to stick to the rear-engine formula ; to continue using a flat four, air-cooled engine ; and, while giving the new car more modern styling, to use enough restraint to ensure that he can go on building it for years with little change.

VW spokesmen at Frankfurt lost no opportunity of emphasising that the 1500 is not a replacement of the 1·2-litre model but an addition to the range. With the cheapest model of the old design selling in Germany for only £335 it is obvious there will be a continuing demand for the beetle-shaped version we know so well. Dr. Nordhoff will doubtless go on building—and improving—the old VW as long as it sells in sufficient numbers to make it worth his while. The demand will probably taper off very gradually and output of the 1500 (which will be only 200 a day initially, compared with 3,400 of the 1·2-litre model) will no doubt be adjusted accordingly.

I found the 1500 more pleasant to drive than the old VW. It is quieter; it holds the road better; and it corners with greater precision (thanks partly to a lower centre of gravity and the use of an anti-roll bar at the front to check this rear-engined car's tendency to oversteer). By virtue of the car's shallow engine there is a luggage locker at the back as well as at the front, though I am told it gets a bit hot and is not kind, on a long journey, to clothes stored in it. Another criticism is that for a 1½-litre car it is not very roomy inside.

The new 2¼-litre Land-Rover, which is replacing the 2-litre model. Details appeared in last week's issue

The eight-seater Daimler Limousine is the first new Daimler to be announced since Jaguars took over the firm. It has a 4½-litre V-8 engine and a top speed of 110 m.p.h. There are disc brakes all round, and wide-opening rear doors. Price, with tax, is £3,995

The new Hillman Super Minx has a crisply-styled body and a 1·6-litre engine giving a top speed of over 80 m.p.h. It costs £854 7s. (including tax), with automatic transmission £128 extra. The new Hillman and Daimler will be described next week

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GOOD LIVING

By Ganymede

In many ways this is the best time of the year for the gourmet. He is amply compensated for the melancholy of autumn, when the brightness goes from the colours of nature, the evenings draw in, and once more he moves closer to the fire. The chill in the air sharpens the appetite for food and wine, and the greater choice for the table is most welcome.

In wine-growing countries this period is very exciting for the new wine is being made. After the grapes are harvested the process of fermentation takes place in the cellars, and the vigneron has the first reliable signs which tell him what sort of wine the year will produce. This miracle of fermentation in the autumn is not entirely restricted to the new wine. I have often heard that, mysteriously, older wines in the wood and even in bottles are affected. Wines considered fully matured are often " upset " to a small extent in the autumn, only to settle down again as if nothing had happened.

To return to the subject of food, a greater variety of dishes does become possible. Seafood is at its best in October. Oysters are fat and delicious just now, while their poorer relations, mussels, are plentiful, succulent and cheap. Apart from having to scrub them thoroughly to remove all traces of sand, mussels are not difficult to handle or prepare.

Among the many recipes and applications my favourite is *Moules à la Marinière*, one of the simplest and the best. This is all there is to it: wash and scrub in several changes of water two quarts of mussels, but do not let them soak in fresh water too long. Cook them fast in a large saucepan with a finely chopped shallot (or onion), some parsley, very little thyme, a small piece of bayleaf, pepper but no salt, a little butter and less than ½-pint of dry white wine. Shake the saucepan so that they all cook evenly. When the shells are open the mussels are ready. Remove the top half of the shells, strain the liquid and boil it down to half its volume, and before pouring the juice over the mussels, stir in 2½ ozs. of fresh butter.

For *Moules à la Poulette* the mussels are cooked in the same way. The only difference is in the sauce, which is a white sauce made with the cooking liquid of the mussels and thickened with a little cream and the yolk of an egg.

The new charcoal spit in operation at Massey's Chop House in Knightsbridge, London. Used for chicken and game, the spit, which was installed this summer, is the only one of its kind in England

The abundance of every variety of game is another great boon when it comes to increasing the variety of the daily menu. Perhaps the French have a greater number of the smaller birds, but we in this country don't do so badly. Our grouse alone make up for the lack of some of the other birds and, properly cooked, a young grouse cannot be beaten for flavour and succulence. It is best simply roasted, but even this must be done with care, otherwise there is a risk of the bird becoming dry. I had an example of this when, soon after the " glorious twelfth," I had occasion to eat roast grouse on two successive days in two famous London restaurants. When I had the first I thought it was excellent, until I tasted the second the next day. This was much more juicy. In comparison the previous bird seemed too dry.

It is elementary, of course, that most game birds are basically dry, for lack of fat, and therefore they must always be roasted well covered with a layer of fat pork or bacon. I am quite sure that both birds had received this treatment and I can only account for the difference by assuming that the drier bird had been kept hot after it had finished cooking, while the other was brought straight to the table.

I can never understand why hares are so neglected in this country. The only reason I can think of is their cheapness, for a hare is usually one of the best buys you can have. To make a delicious *Lièvre en Civet*, which is one better than the ordinary jugged hare, you must have the blood of the animal and a bottle of good red wine, preferably Burgundy. Marinate the pieces of hare for twenty-four hours in the wine, to which onions, carrots and herbs have been added. Dry the pieces thoroughly and colour them in a saucepan in butter or oil or a mixture of the two. Sprinkle with a little flour, add a crushed clove of garlic, and cook gently in the wine of the marinade until tender. Shortly before serving thicken the sauce with the blood. With this you should drink another bottle of good Burgundy.

BERNESE OBERLAND

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

BACK IN 1807 there were sixteen hotels only " catering principally for the accommodation of Families recently arrived in London." Among them, so a guide-book of the year informs me, were *The Royal Hotel and Tavern,* Pall Mall; *Lothians Hotel and Coffee House,* Albemarle Street; and *Osborne's Hotel,* of Adam Street, Strand. Only the latter remained in 1930—the time when I first became interested in hotels—but a few years later was demolished when we who lived in the Adelphi were evacuated on redevelopment.

Age must be creeping on; for I recall the *Hotel Cecil* in the Strand, the *Metropole* and *Victoria* in Northumberland Avenue, the *Golden Cross* at Charing Cross, *The Grand,* Trafalgar Square; *The Carlton,* Pall Mall; *Batts* in Dover Street (or was it Arlington Street ?), and many others.

Reverting to 1806 there were twenty-one " Principal Inns or Houses at which Mail and Stage Coaches put up in London."

I dare not enlarge on this subject for this is but a prelude to recent hotel developments, so I will give but one example which links up with more modern times, the now defunct *Blossoms Inn,* Cheapside, the starting point for the regular carrier service between the metropolis and Chester—an appropriate link for Londoners and the *Blossoms Hotel,* Chester, whose roots go back some 300 years and whose present-day standards are fully in keeping with the 1960's.

To return to London. The First World War caused a major upheaval. Many of the large hotels were requisitioned and never reopened their doors as hotels. Those that were left to cater for the comings and goings of the Services, diplomats, government officers and what remained of big business, survived, and somehow or other never appeared drab in spite of black-out restrictions.

Full marks, then and now, to the *Savoy, Berkeley, Ritz, Claridges, Connaught, Grosvenor,* and others, who kept the hospitality flag flying in spite of extreme adversity.

Sooner or later it was inevitable that a fresh wind of change would develop. The first waft came across the Atlantic and *The Westbury* was the first new hotel of any size to be built from scratch after the Second World War. Built at the corner of Bond Street and Conduit Street, the wiseacres shook their heads and foresaw its early demise. But American initiative and British financial backing knew otherwise. Water always finds its own level and the *Westbury* has developed a clientele of its own with no detriment to its possible competitors.

The next new development was *The Carlton Towers Hotel,* off Cadogan Street, which, because of illness, I was unable to visit at the opening. But news has filtered through. The Rib Room for the best beef from England and Scotland—Angus, Galloway, Devon, Hereford, yes, and East Anglia, too, are contributing their quota to this restaurant, where I hear portions are gargantuan. Dare I or dare I not, as in the South of France, ask for a half portion ?

And now, of recent weeks, has been the opening of London's latest talking topic, the 77-bedroomed Hertford Hotel, on one of London's finest sites on the Bayswater Road. This, a Trust House enterprise, offers something entirely new in London accommodation, viz., the last word in design, furnishing and service.

Ten storeys high; the designers have taken full advantage of the vast landscape setting of Kensington Gardens opposite. Many of the bedrooms, the first-floor restaurant and public rooms, offer this vista of London life. All seventy-seven bedrooms have their private bathrooms, most are fitted with showers as well. Additional to some private suites most rooms are furnished as studio bed-sitting-rooms and their panelled walls, built-in furniture, fitted carpets and tailored covers provide the atmosphere of a private flat.

A criticism that has been levelled at British hotels is the restrictive hours of service. Whereas in country hotels this cannot be avoided, in London, with its constant stream of incoming and outgoing visitors, a 24-hour service is a modern necessity; so it is of interest to record that in this new *Hertford* meals are served in the restaurant from 7 a.m. to 11.30 p.m. and in rooms by request at any hour. No one can ask for more than that.

Other indications of detailed service are the swift laundry and clothes-pressing service, a valeting room on the fourth floor with washing machine, clothes airers and irons for those visitors who prefer to do-it-themselves, and an underground garage.

For a number of years there has been a westward trend in London hotel accommodation and the tariff of this addition to London's amenities, viz., single room with private bathroom per night 50s., to 60s.; double or twin-bedded room ditto, 80s. to 85s., is most attractive, having regard to the fact that the heart of the West End can be reached in ten to fifteen minutes overground or underground.

The opening of the *Hertford Hotel*—its name a reminder of sixty years back when Trust Houses acquired their first inn, the *Waggon and Horses* at Ridge Hill, in Hertfordshire—by no means spells finality in Trust House development in London.

Already they own the long-established *Brown's Hotel* in Dover Street, W.1 (founded in 1820 by James Brown, a butler in Lord Byron's family), and the *Barkston Gardens Hotel,* Earls Court, S.W.5, and construction is about to commence on a new building on the site of the old Queen's Hill, Langham Place, W.1, with Trust Houses having an hotel on the upper floors.

Doubtless these London Trust Houses will act as valuable introductions to the 200 and more hotels and inns of a reliable group which operate all over Britain and can provide a ready-made touring service in that, by staying at one Trust House, one can ask for a meal voucher enabling one to have lunch, dinner or afternoon tea at other Trust Houses anywhere. Area folders, tariff leaflets and other information can be obtained from the Information Bureau of Trust Houses, 81, Piccadilly, London, W.1.

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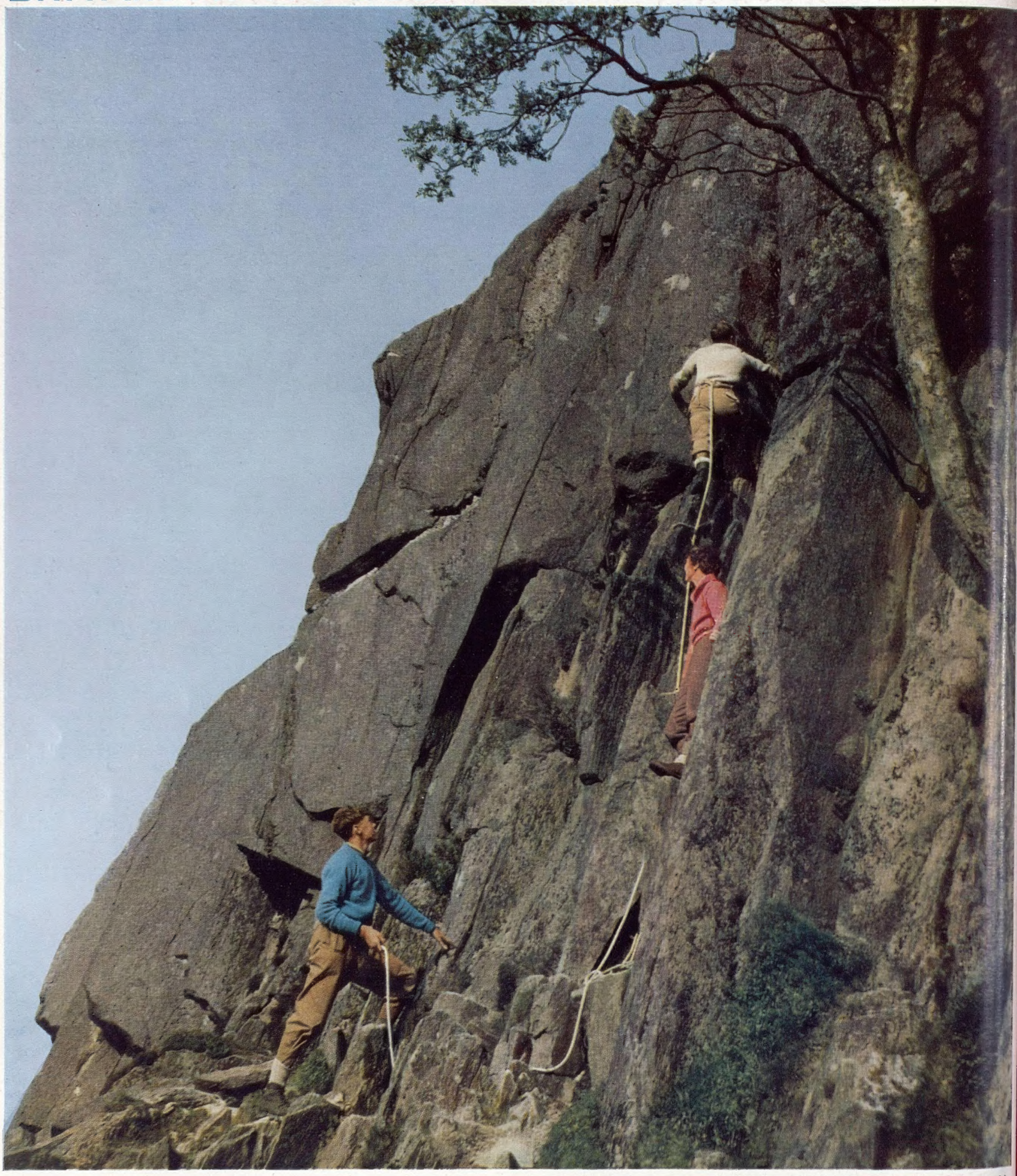

Scaling a buttress near Glyder Fawr in Caernarvonshire

HIGH above the twisting, river-ribboned valleys, in landscape yet unspoiled, the climber finds an exhilaration and peace which drives him to the mountains again and again. But rock climbing is far from being an activity to be undertaken lightly. Even moderate climbs must be carefully prepared, and no novice should tackle them without an experienced leader or guide. The stiffer climbs (strictly for the expert) call for crampons, pitons, rope ladders, special clothing . . . and a very good head for heights.

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